City of Chicago
Richard M. Daley, Mayor

Department of Zoning and
Land Use Planning

Patricia A. Scudiero
Commissioner

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A MASTER PLAN FOR THE FORMER U.S. STEEL SOUTHWORKS SITE, BOUNDED BY 79TH STREET, THE LAKEFRONT; SOUTH BURLEY AVENUE and 87th STREET CHICAGO, ILLINOIS

RESOLUTION

WHEREAS The Chicago Lakeside Master Plan was an effort of the City of Chicago Department of Zoning and Land Use Planning, with the participation of many other City departments; and

WHEREAS The Chicago Lakeside Master Plan is a long-range planning tool and is intended as a guide to future public investment in transportation, public open space and other components of public infrastructure; and

WHEREAS The Chicago Lakeside Master Plan would be advisory to the Department staff, applicants and other public agencies that propose improvements within the Master Plan area and would be used by City staff in the review of proposed Zoning Map Amendments, Planned Developments and Chicago and Lake Michigan Lakefront Protection applications pursuant to Sections 17-13-0308, 17-13-0609; and 16-4-100, respectively; and

WHEREAS The Chicago Lakeside Master Plan would be distributed to public departments and agencies that may have an impact on the development of the Master Plan area to inform the design, planning and management activities of these departments and agencies;

NOW, THEREFORE, BE IT RESOLVED BY THE CHICAGO PLAN COMMISSION:

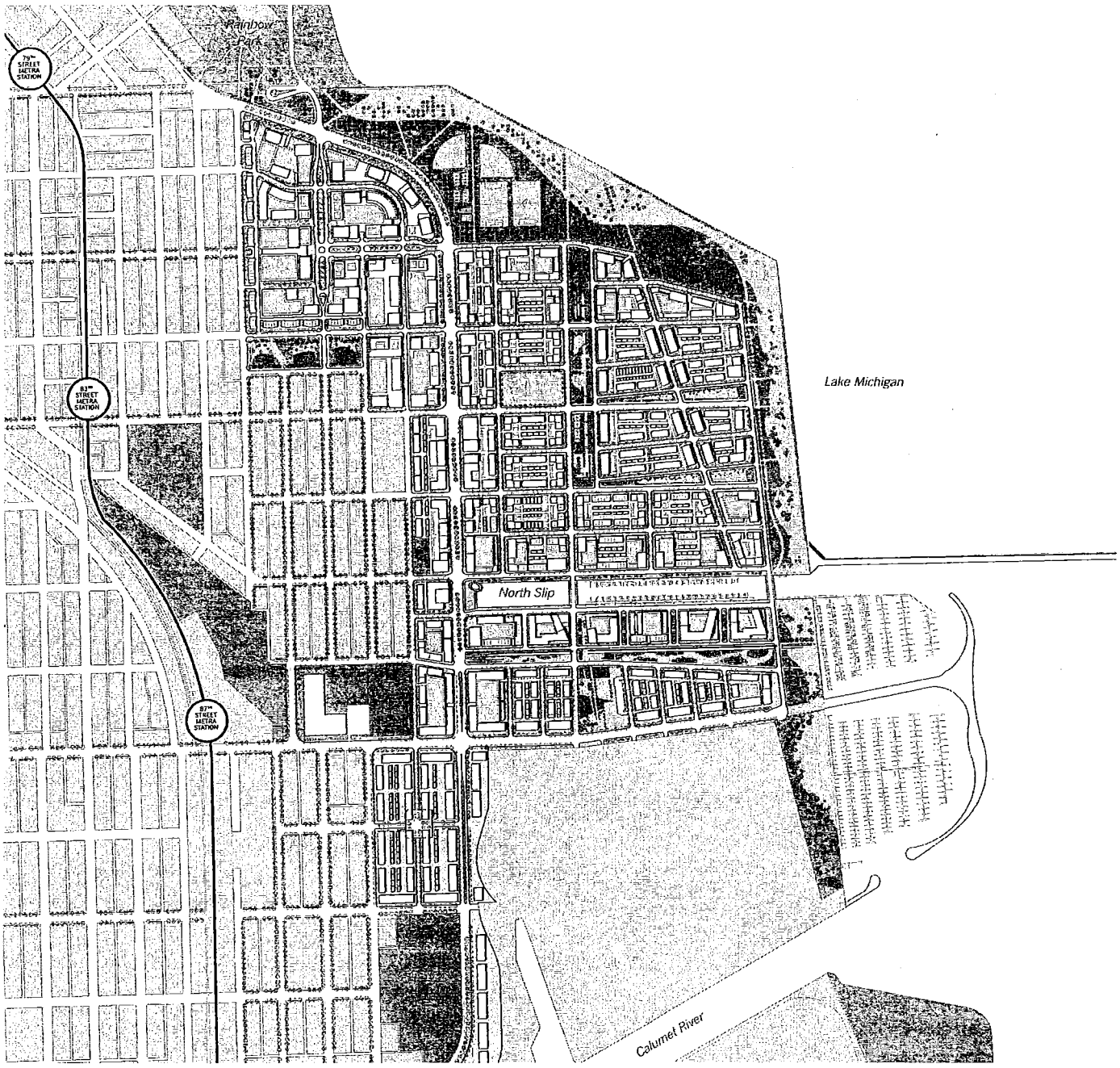
1. THAT this Plan Commission recommend to approve the "Chicago Lakeside Master Plan" as the policy of the Chicago Plan Commission for the consideration of the projects and programs which require Plan Commission review and approval in the Master Plan area; and

2. THAT the Chicago Plan Commission support and

encourage implementation of these policies by all other public agencies having an interest in future projects and programs throughout the study area.

Linda Searl, Chairman
Chicago Plan Commission

Approved: April 15, 2010



Chicago Lakeside

Masterplan

Chicago Lakeside Development, LLC **April 15, 2010**

McCaffery Interests | U.S. Steel
DLA Piper | Skidmore, Owings & Merrill LLP | Sasaki Associates | Antunovich Associates

Acknowledgements:

Developer Joint Venture
Chicago Lakeside Development, LLC
McCaffery Interests, Inc.
U.S. Steel Corp.

Master Planning Consultants
Skidmore, Owings & Merrill LLP
Sasaki Associates, Inc.
Antunovich Associates Inc.

Technical Consultants
SpaceCo Inc.
Christopher B. Burke Engineering, Ltd.
Kenig, Lindgren, O'Hara, Aboona, Inc (KLOA)
AECOM (STS)
Conestoga-Rovers & Associates, Inc.

Construction Consultants
Kenny Construction Company
W.E. O'Neil Construction Company
Brandenburg Industrial Services Company

Legal Consultants
DLA Piper
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State of Illinois
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and Chief Executive Officer
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Ron Huberman, Chief Executive Officer
Chicago Transit Authority
Terry Peterson, Chairman of the Board
Public Building Commission
Richard M Daley, Chairman of the Board
The Mayor's Office for People with Disabilities
Karen Tamley, Commissioner

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Plan Overview

1.0 Introduction

Introduction

Chicago Lakeside will be a new, mixed-use community developed on the vacant site previously occupied by the historic US Steel South Works Mill. Located approximately 10 miles south of Downtown Chicago, Chicago Lakeside will establish new residential, commercial, institutional and recreational amenities for Southside residents, as well as the Chicago and Northwest Indiana commuting workforce. The site's size is comparable to "The Loop" in Downtown Chicago and is one of the largest development sites in the city. With a long stretch of continuous Lake Michigan shoreline and access via US 41, the Skyway, Metra and multiple CTA routes, Chicago Lakeside holds potential for the City of Chicago to establish a new, sustainable model for brownfield reclamation and urban redevelopment.

Tranformative

Chicago Lakeside will transform this former industrial site into an exciting new lakefront community with housing, parks, commercial, institutional and recreational amenities. Chicago Lakeside will reconnect the adjacent Southside neighborhoods to the lakefront from which they have been separated by an industrial use for more than one hundred years.

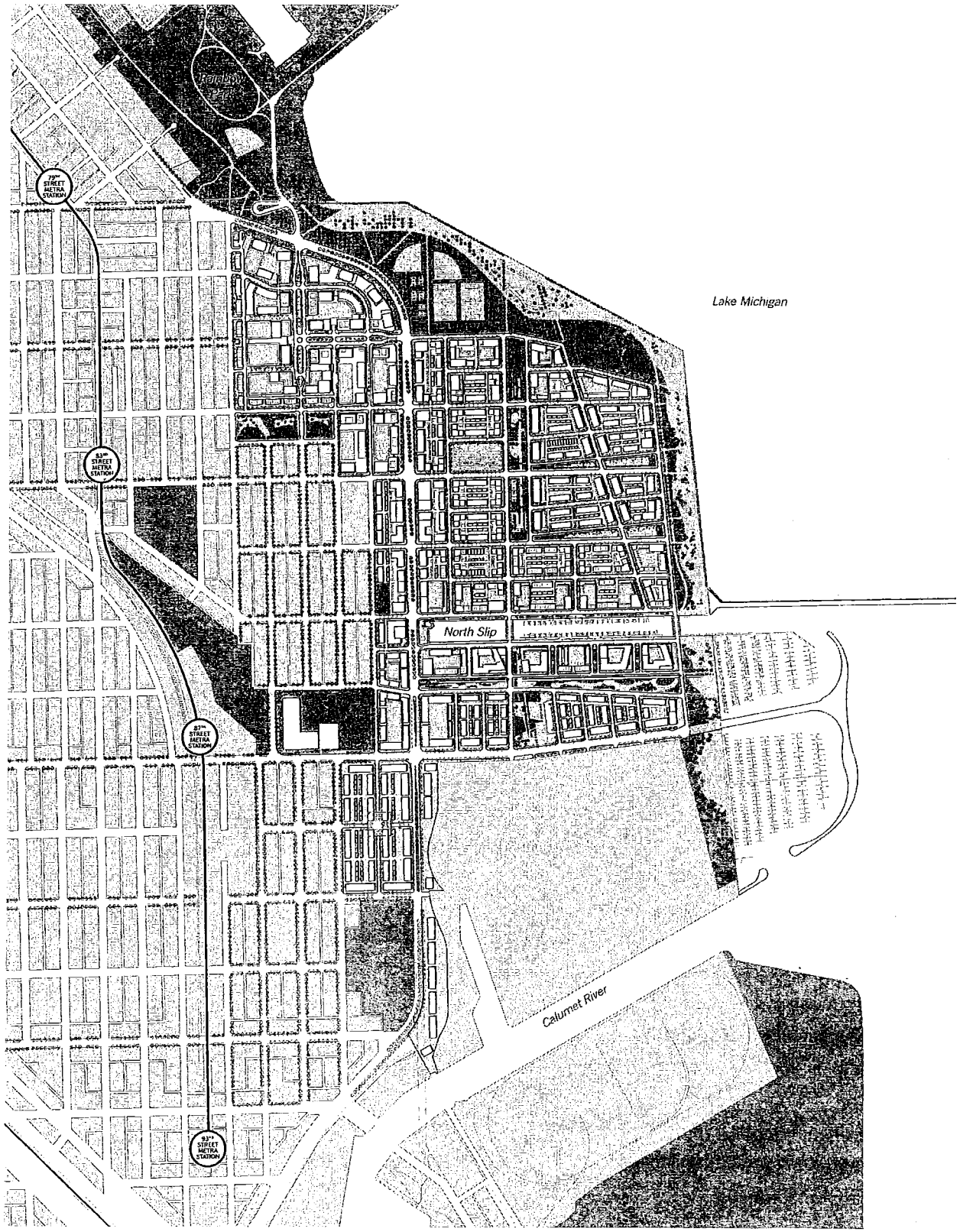
Difficult Site

Industrial utilization of this site required the construction of large buildings, furnaces, machinery and transport structures. Although this site has been remediated to an environmental condition suitable for residential redevelopment, large areas of underground foundations and above ground monolithic structures remain as impediments because removal is cost prohibitive. Therefore, the resulting masterplan is organized in response to the degree-of-difficulty associated with construction given physical constraints. Many of the public open spaces are situated above the largest foundations, and the building height and density of the remaining land area is related to conditions below grade. Redevelopment of this site presents significant challenges that require partnerships and commitments from both the public and private sectors.

The Masterplan

Beginning with the planning principles for Chicago Lakeside, this masterplan document incorporates the design intent for the overall development site including specific strategies for a transportation oriented community, the open space network, right-of-ways, sustainability, and neighborhood configurations. The masterplan also outlines design intent for the density across the site, as well as illustrative massing, building height and land use.

1.1 Illustrative Site Plan



Chicago Lakeside Masterplan: extending the Southside community to the lake

1.2 Site Location

Regional Location

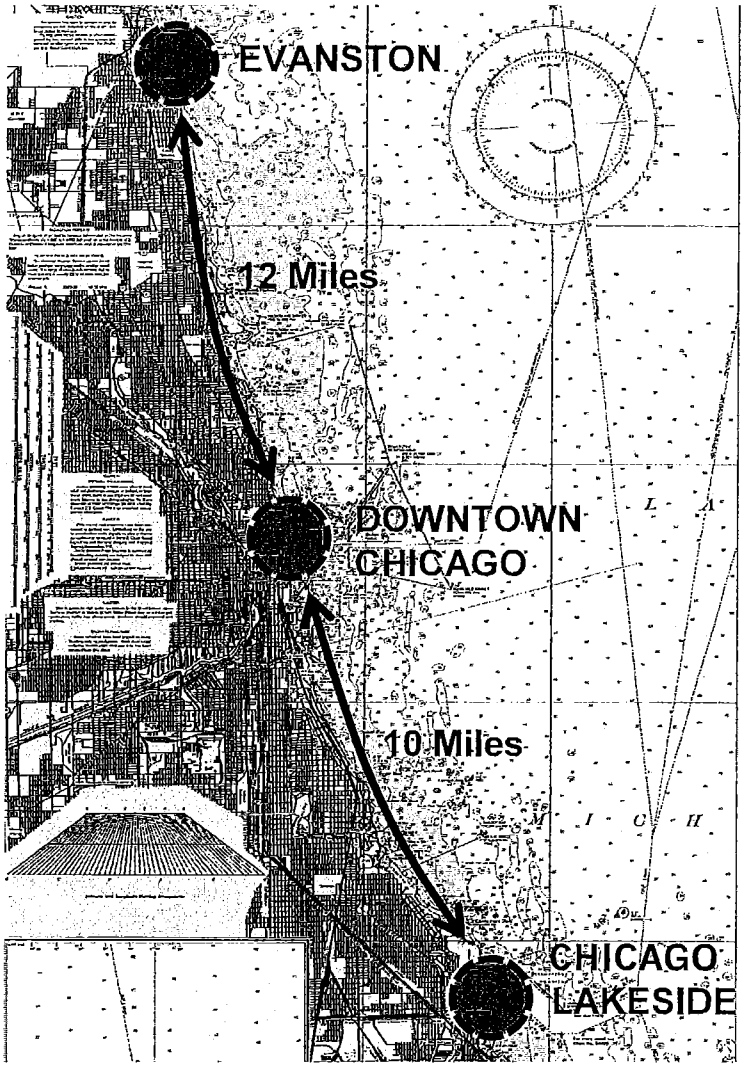
Positioned on the edge of Lake Michigan, Chicago Lakeside is located ten miles south of Chicago's downtown Loop business district, which is a similar distance between the Loop and Evanston, Illinois. Three miles to the north of the site are the University of Chicago and the Museum of Science and Industry. Chicago's magnificent lakefront park system reaches the edge of South Chicago neighborhoods with Jackson Park and Rainbow Beach to the north, and begins again at the southern edge of the community with Calumet Park.

Today the South Chicago community consists of 40,000 people living in a low-rise community of bungalows, two flats, and courtyard buildings.

The community is separated by the retail and commercial corridor of Commercial Avenue.

West of Commercial Avenue, neighborhoods are characterized by tree-lined streets and well-maintained homes. East of Commercial Avenue, property owners are beginning to reinvest in the existing housing stock, but numerous vacant lots and abandoned buildings must also be reclaimed.

Commercial Avenue remains the retail heart of the community, with 79th Street also playing a pivotal retail role.



Chicago Lakeside Location

1.2 Site Location

A remarkable waterfront site

1.3 History of the Site and Neighborhood

The South Works Steel Mill produced the steel that built America's roads, bridges, skyscrapers and cities. In its prime, the mill employed 20,000 people. Generations of South Chicago families grew up in the shadows of the mills, benefiting from the jobs and economic activity generated by the steel industry until the late 1970s and 1980s when steel mills throughout the area began to close.

The origins of the site date back to 1880 when the Rolling Mill Company opened its South Works facility on the lakeside location. Originally outside Chicago's city limits, the site was annexed by Chicago in 1899. After 21 years of operation under the Rolling Mill Company, in 1901 South Works was acquired by U.S. Steel. Under U.S. Steel the plant grew to be the largest producer of structural steel in the world. Locally the plant produced the steel for countless bridges, highways and Chicago's best-known structures that include the Sears Tower, the John Hancock Building, and McCormick Place. The plant was instrumental in Chicago's rapid early to mid-20th century growth.

The South Works plant provided a measure of prosperity, jobs, and revenue for generations of South Chicago residents. However, with the decline of the U.S. steel industry in the 1980s the plant staggered and ultimately closed. After a long period of phased shut-downs, the successor company to U.S. Steel, USX, closed South Works in April 1992. By 1997 the more than 100 buildings that once stood on the site were demolished.

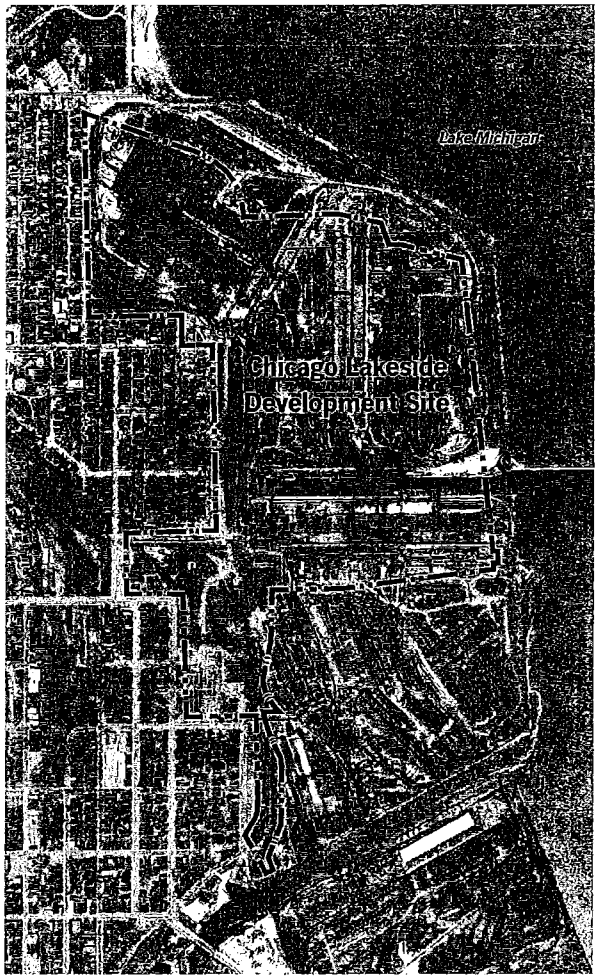
U.S. Steel - 1958

The closure of this plant and other industries had a devastating impact on the community of South Chicago which, only now, is beginning to repair two decades of disinvestment and blight. While the devastating impact to individuals and families who lost jobs at the mills cannot be overstated, the community of South Chicago not only survived, but has stabilized and is rebuilding.

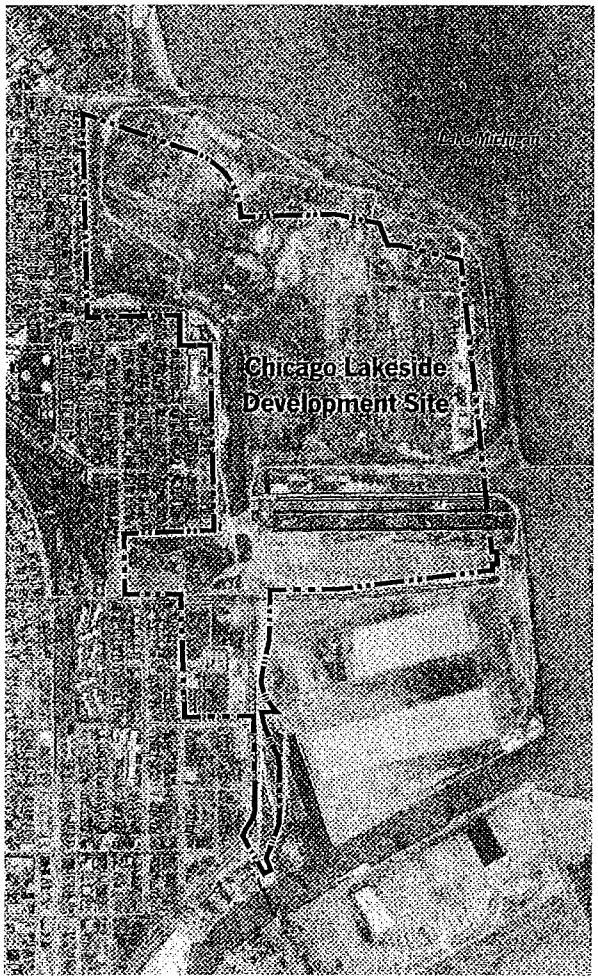
In April 1998, SOM and the City of Chicago led a team of planners, community leaders, and concerned individuals in the creation of a vision document to plan for the future of the historic South Works site. The design called for a new lakeside community providing housing, services, economic activities, and open spaces for Southeast Chicago residents. Building upon that vision, in February 1999, the City of Chicago issued From Steeltown to Hometown: A New Era for South Chicago & South Works, providing a document which presented a framework for future development.

This masterplan document builds on the planning principles established in the earlier studies and formalizes the new vision for the Chicago Lakeside site.

1.4 Development Site



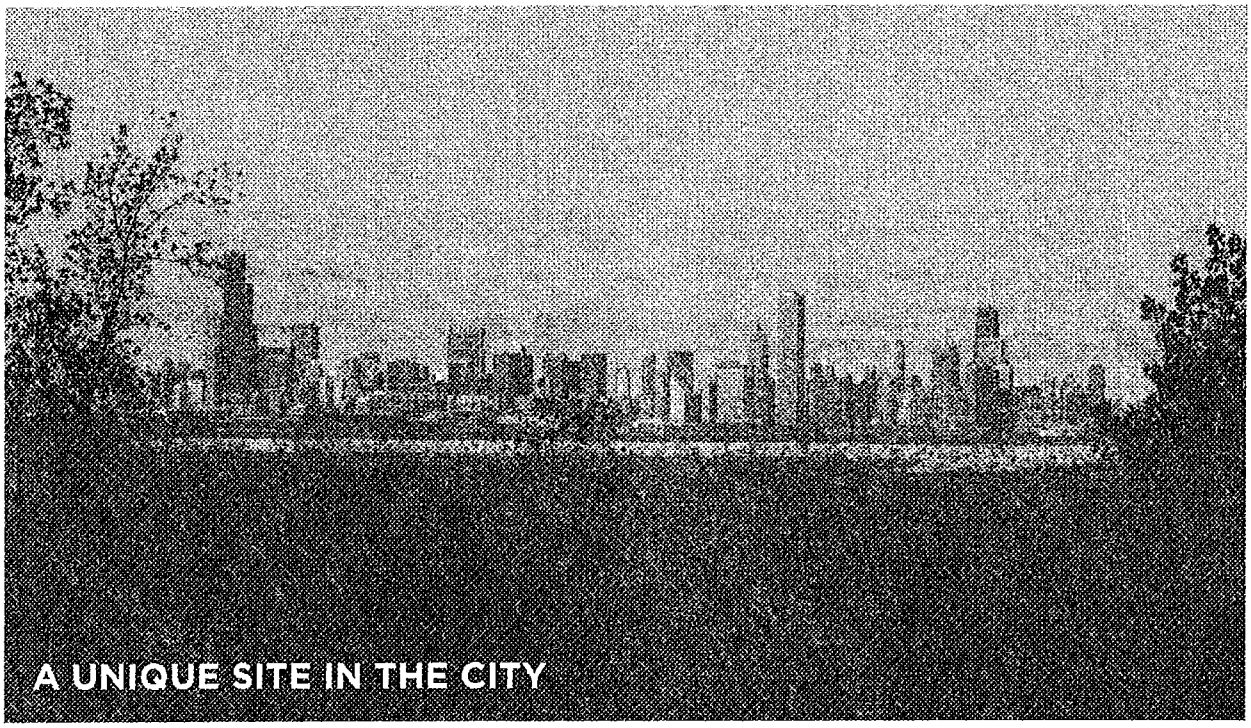
Development Site Circa 1965



Development Site Today

Chicago Lakeside will reconnect the adjacent Southside neighborhoods to the lakefront from which they have been separated by an industrial use for more than one hundred years.

1.5 Planning Principles



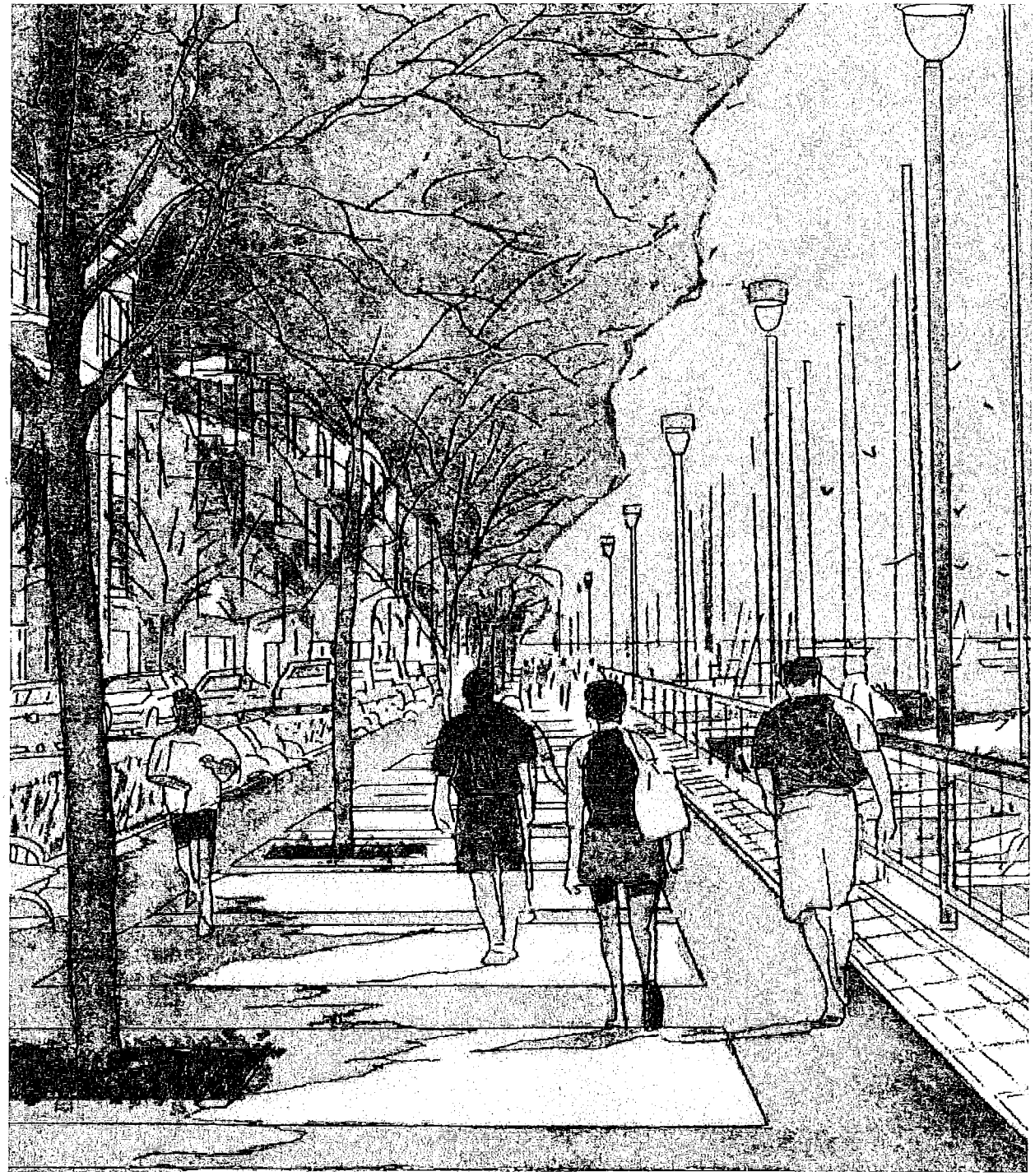
Urban Design and Planning Principles

- Create a pedestrian-friendly, transit-oriented community
- Establish a diverse collection of mixed-use, residential neighborhoods
- Create a new Southside destination for retail, entertainment, institutional, office, and other commercial uses
- Link development to adjacent neighborhoods and provide access to Lake Michigan
- Build and strengthen area educational institutions and community-based programs
- Connect new neighborhoods through landscaped boulevards, neighborhood streets, bike paths, lakefront park, open spaces and marina

Sustainability Principles

- Convert a brownfield site into vibrant, mixed-use urban infill
- Design compact, complete and connected neighborhoods
- Connect to public transit
- Balance road, sidewalk and bicycle access
- Establish a vibrant mix of uses with economic diversity
- Invest in renewable energy and protect natural resources
- Establish a network of public open spaces
- View stormwater as a valuable resource that can be reclaimed and reused
- Enhance the ecological integrity of the site

1.5 Planning Principles



Chicago Lakeside will link the Southside neighborhoods to the lake.

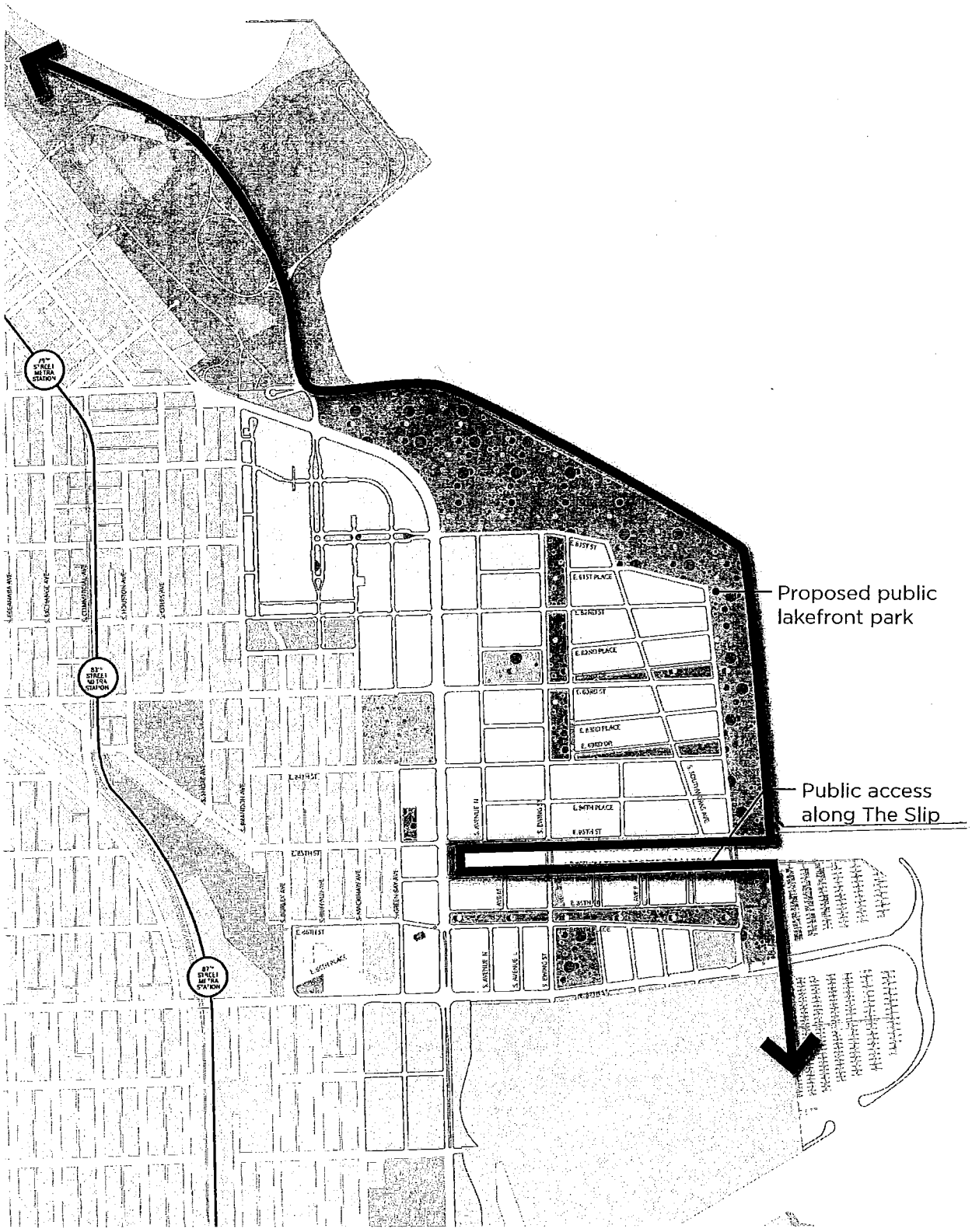
1.5 Completing the Lakefront Park System

Existing Chicago Park System

Create a continuous publicly accessible waterfront park system

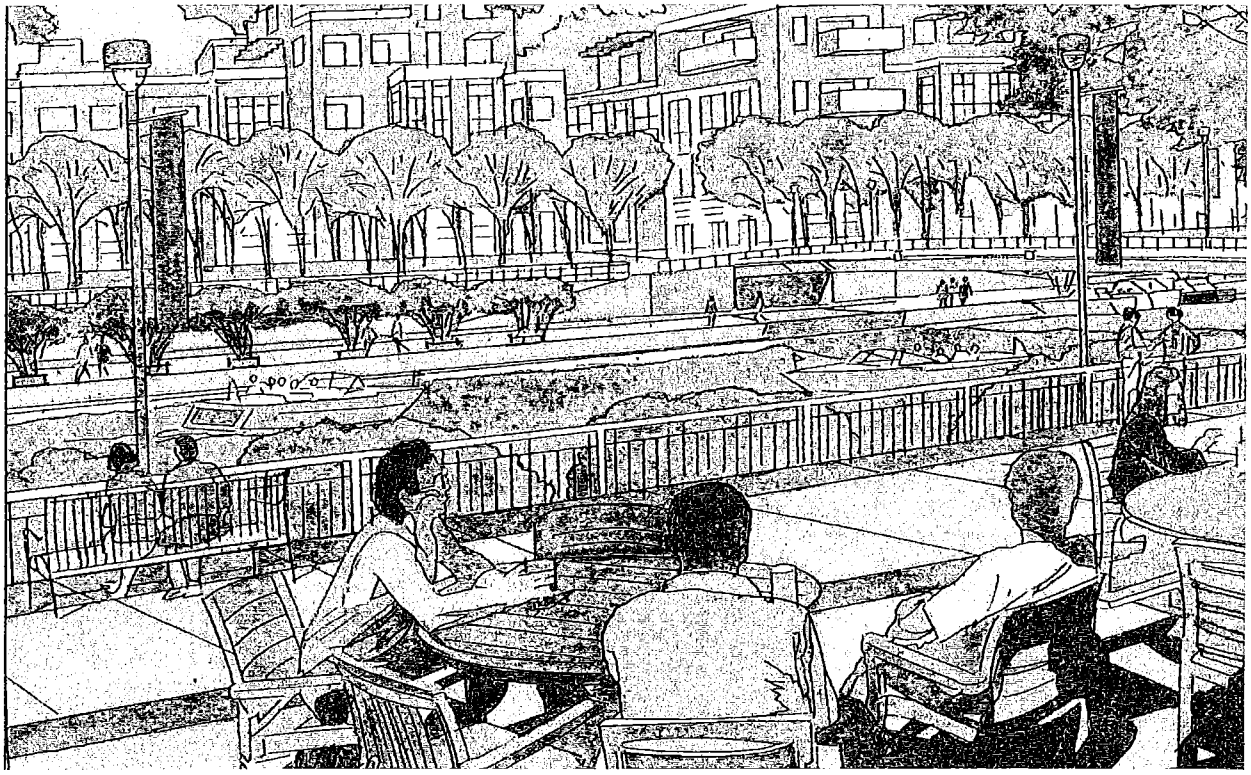
- A continuous stretch of new lakefront park to be dedicated to the Chicago Park District
- Extensive neighborhood parks
- All residents will live within a 3 minute walk to a park
- Stormwater parks will provide detention, as well as additional open space opportunities for the residents
- Parks will filter and direct a high percentage of stormwater to the lake

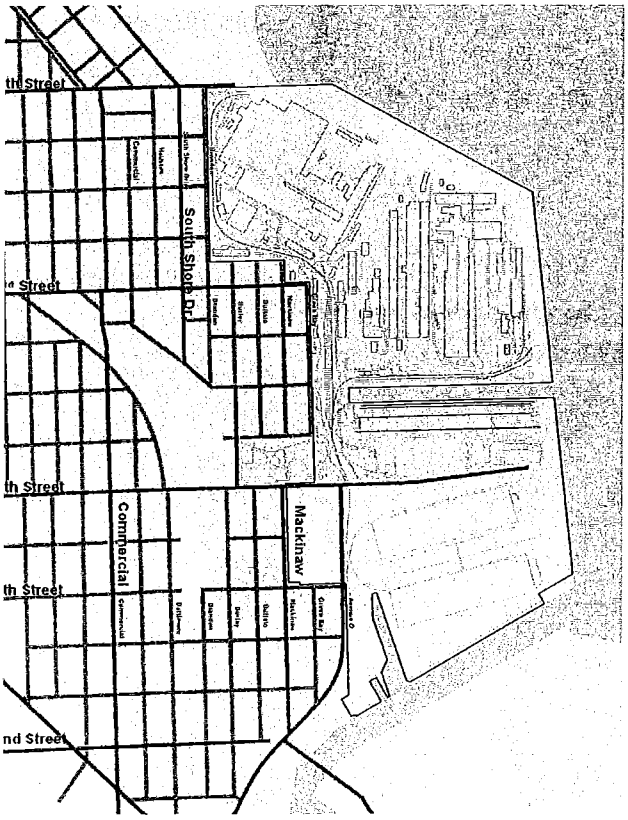
1.5 Completing the Lakefront Park System


Proposed public lakefront park
Public access along The Slip
87th STREET METRA STATION
91st STREET METRA STATION
95th STREET METRA STATION

Proposed park system

1.5 Strengthening South Chicago Neighborhoods



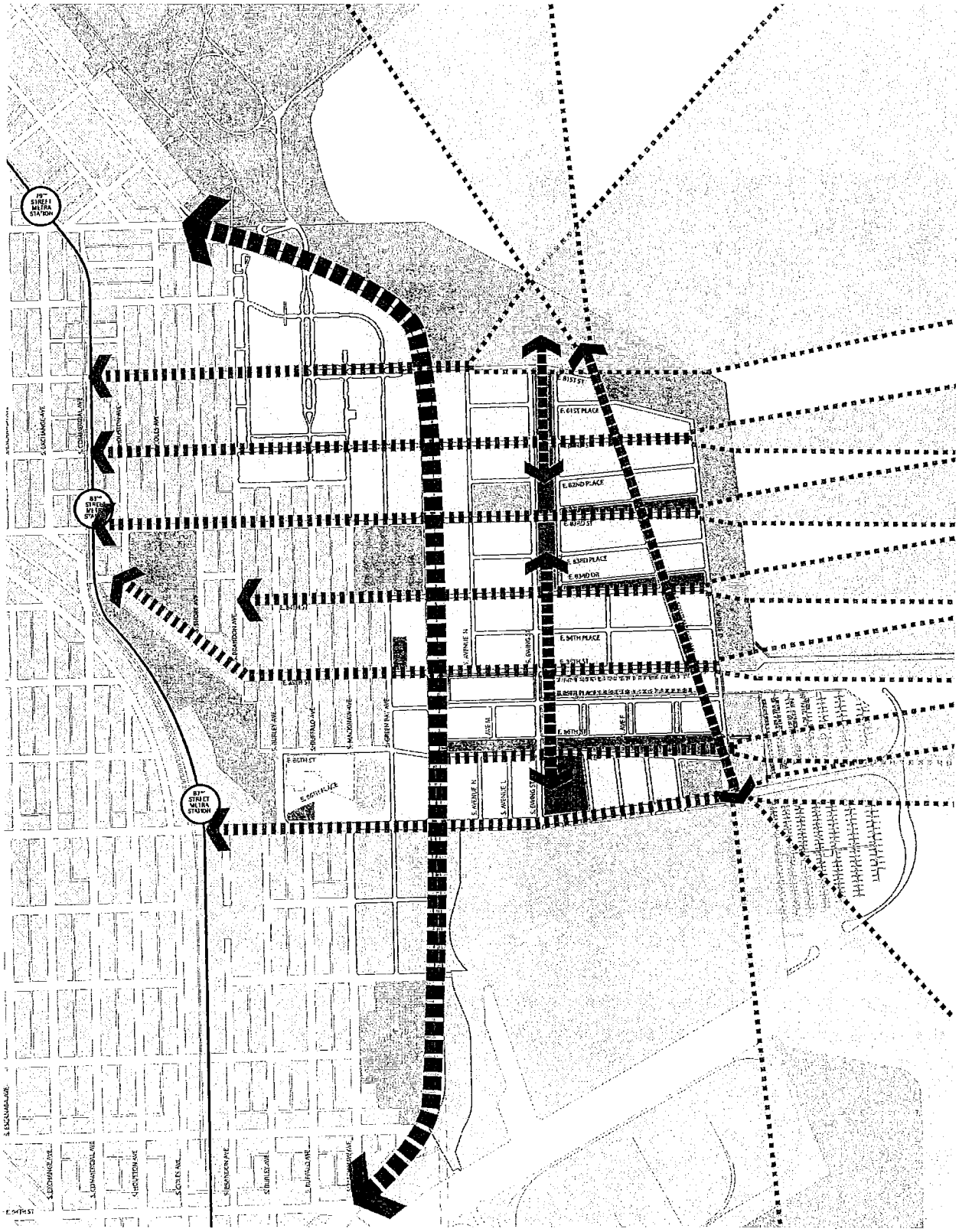


Existing street network

Connect the Southside Community with a new public waterfront

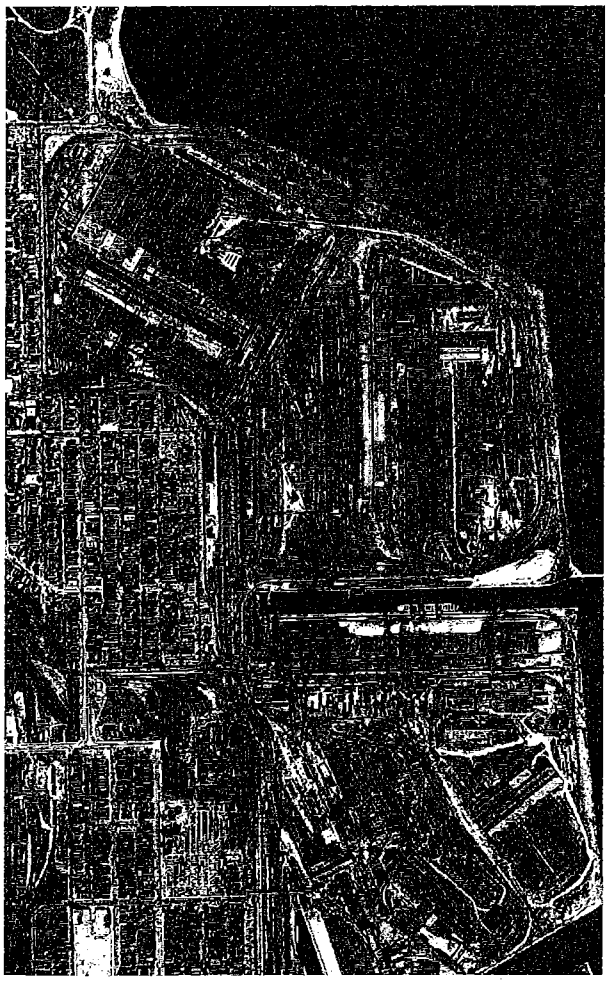
- East-West streets connect the community to the Metra and the Southside neighborhoods
- Extension of existing city streets connects existing neighborhoods to the lake
- Neighborhood parks create view corridors to the lake
- A diagonal street along the eastern edge of the development establishes a view corridor to Downtown Chicago

1.5 Strengthening South Chicago Neighborhoods

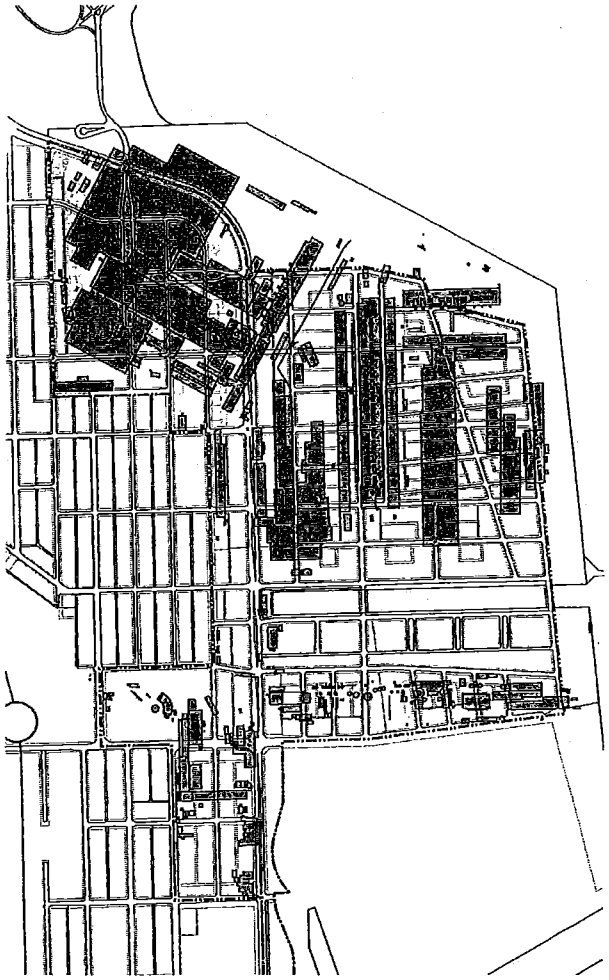


Extending the Southside Chicago City grid to the lakefront

1.5 Redevelopment of a Brownfield Site



U.S. Steel - 1958



Existing Site Foundation Conditions

Redevelopment of the site presents significant challenges that require commitments from both public and private sectors. The existing site contains many below grade conditions which will impact future development on the site:

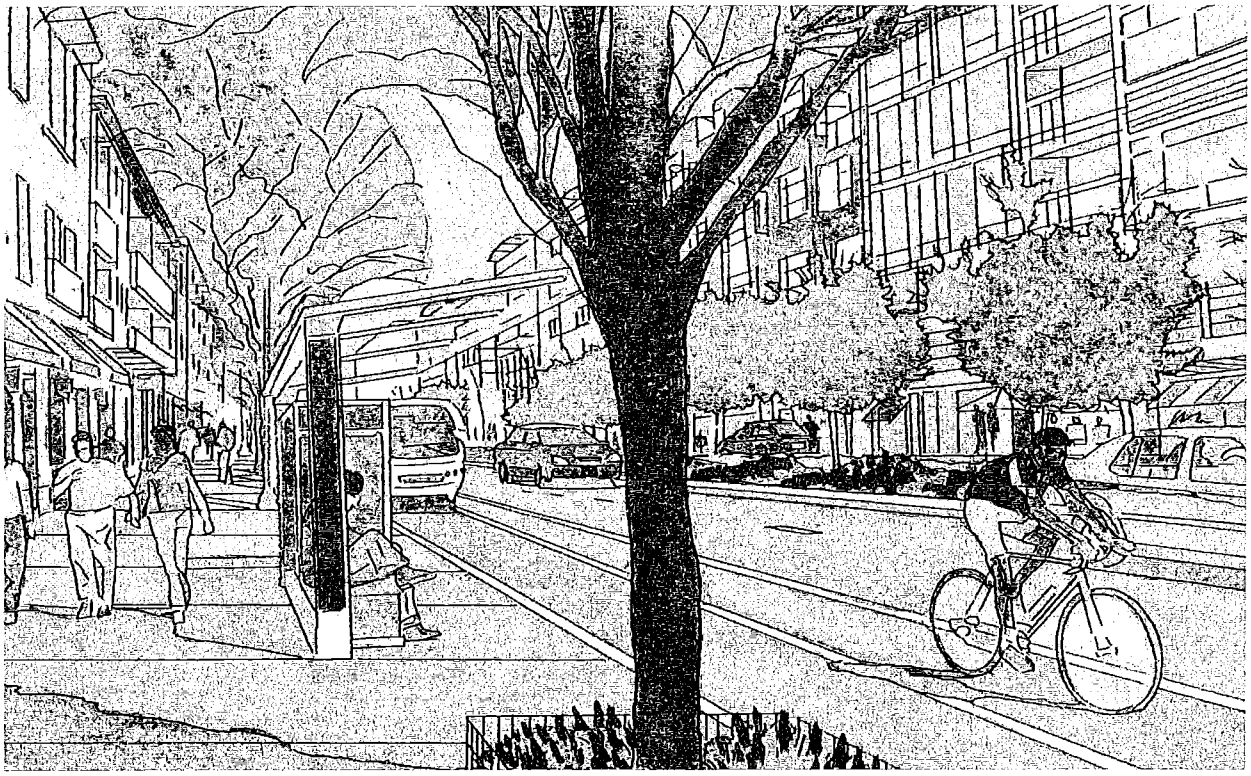
- Slag
- Foundations
- Utilities
- Ore Wall

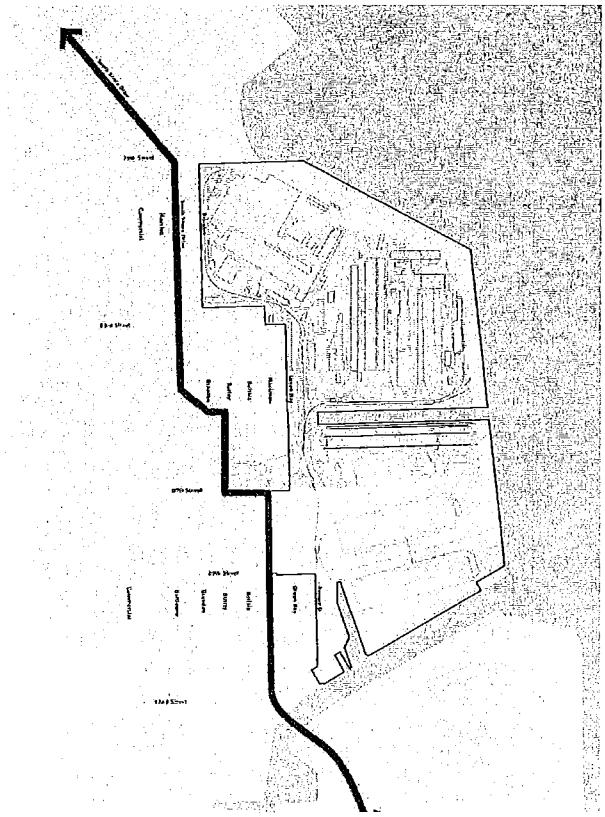
1.5 Redevelopment of a Brownfield Site

Buffer Zone: No Buildings. Paving and Landscape only
Highest: Low rise to mid rise construction
Medium: Mid rise & low-rise construction
Low: High rise & mid rise construction

Degree of Difficulty

1.5 Realignment of US 41





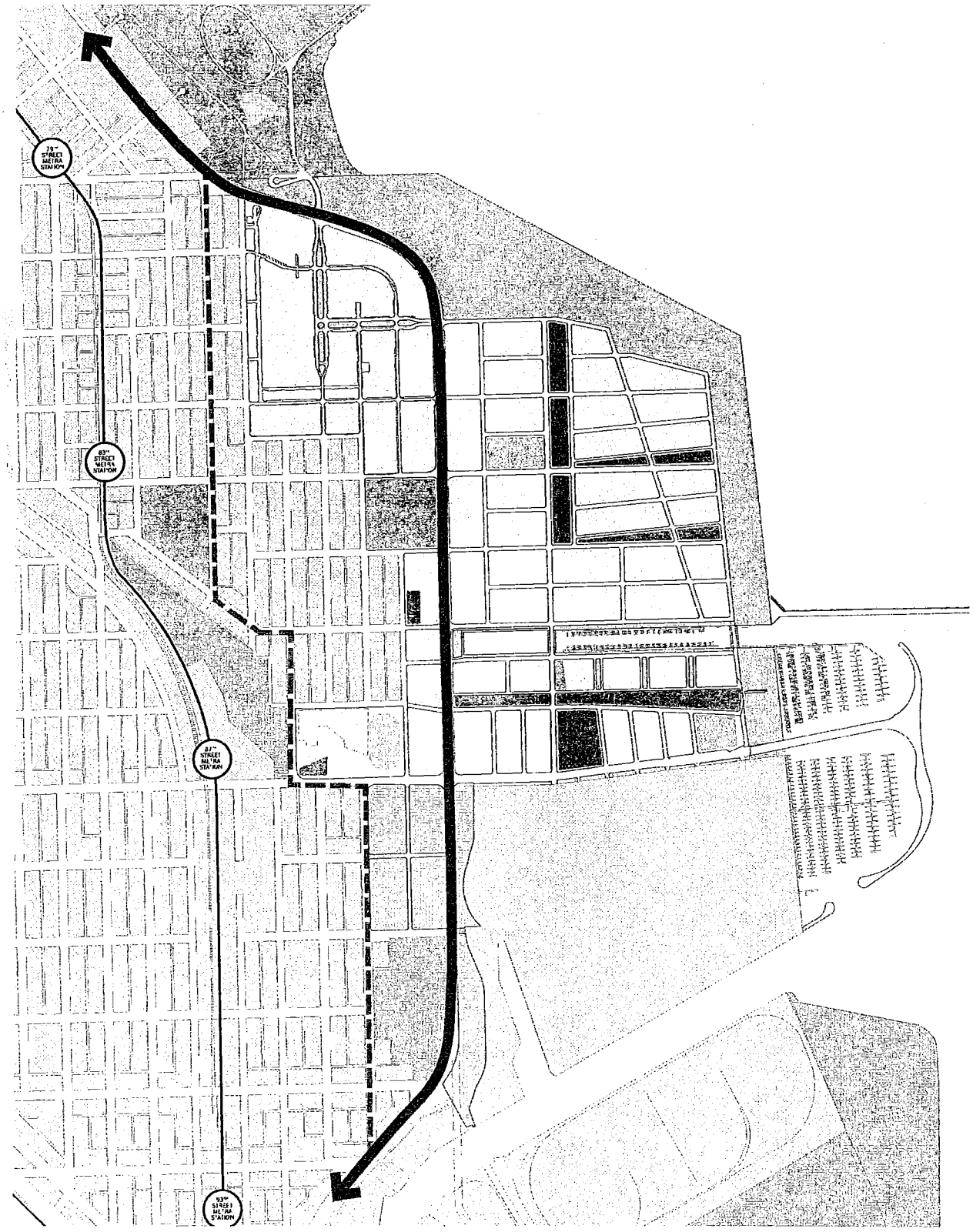
Existing US 41

The masterplan recommends an alignment and cross section for the US 41 realignment that would make this corridor a graceful urban boulevard instead of a barrier like highway.

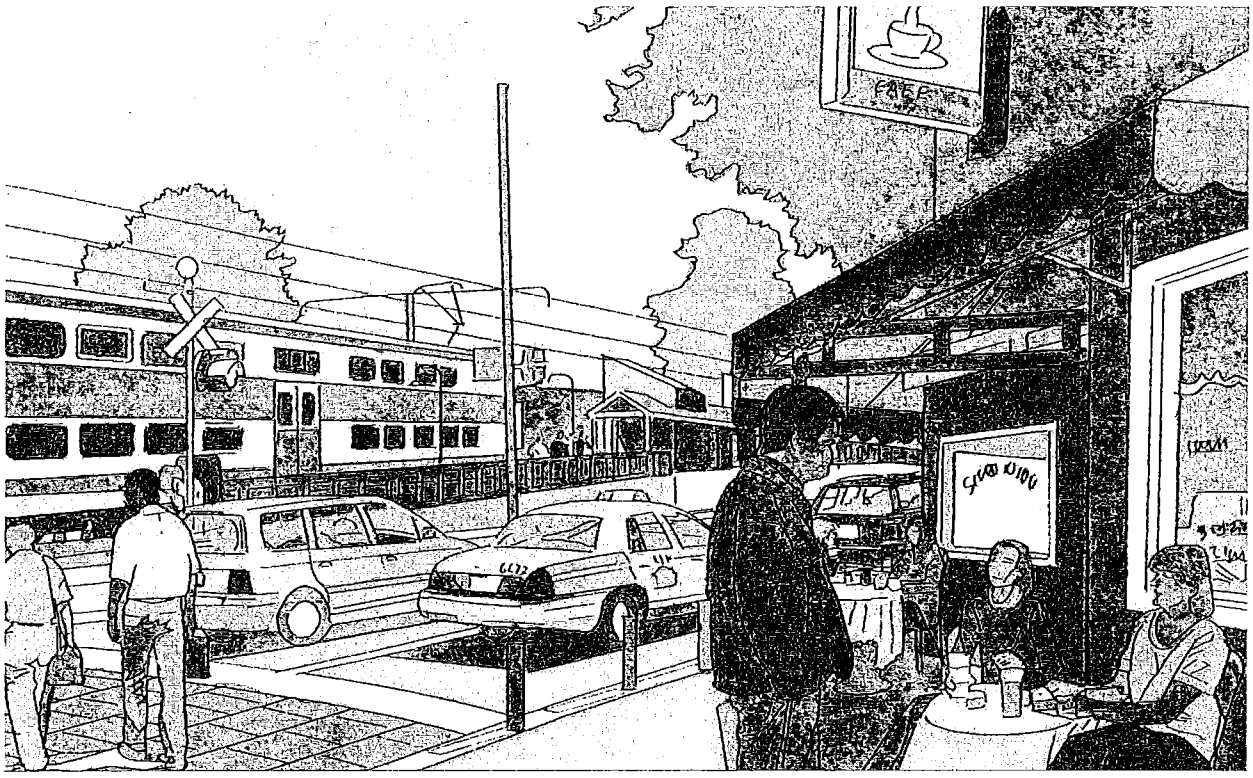
Visualize US 41 as a green, walkable boulevard

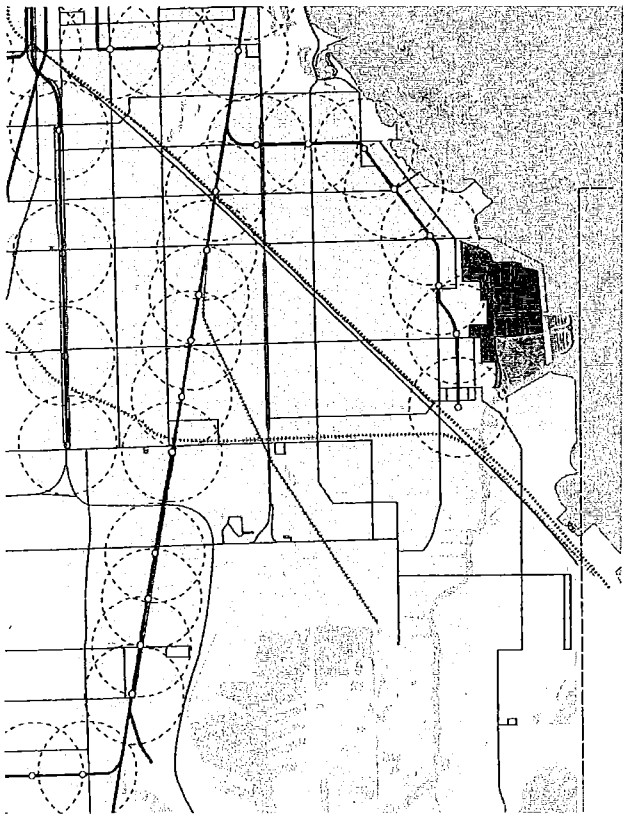
- Create an urban landscaped boulevard
- Allow for the integration of neighborhoods on both sides of US 41
- Provide east-west connectivity to the lakefront
- Take advantage of views and proximity to the North Slip
- Align US 41 with Avenue O, reducing the amount of new road to be built
- Incorporate bike lanes in both directions
- Improve development area between 79th Street and 83rd Street west of US 41

1.5 Realignment of US 41



1.5 Connect to Public Transit



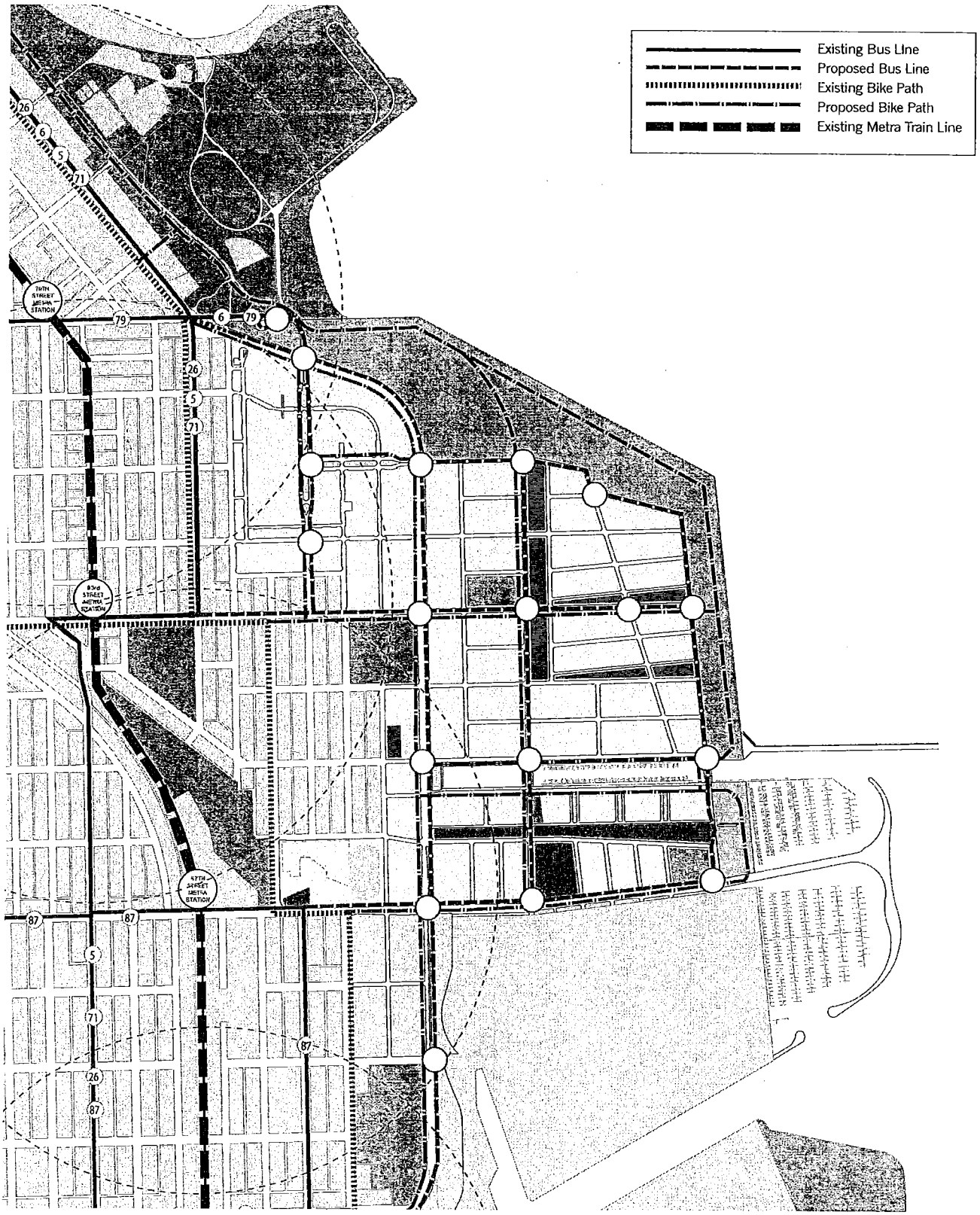


Regional Transportation Network

Create a transit-based community

- METRA: 4 stations serve the Chicago Lakeside community
- BUS: Entire community is within a 5 minute walk to a bus route
- BIKE: 10.5 miles of new bike paths

1.5 Connect to Public Transit



2

Site Exhibits

2.0 Existing Land Use Map

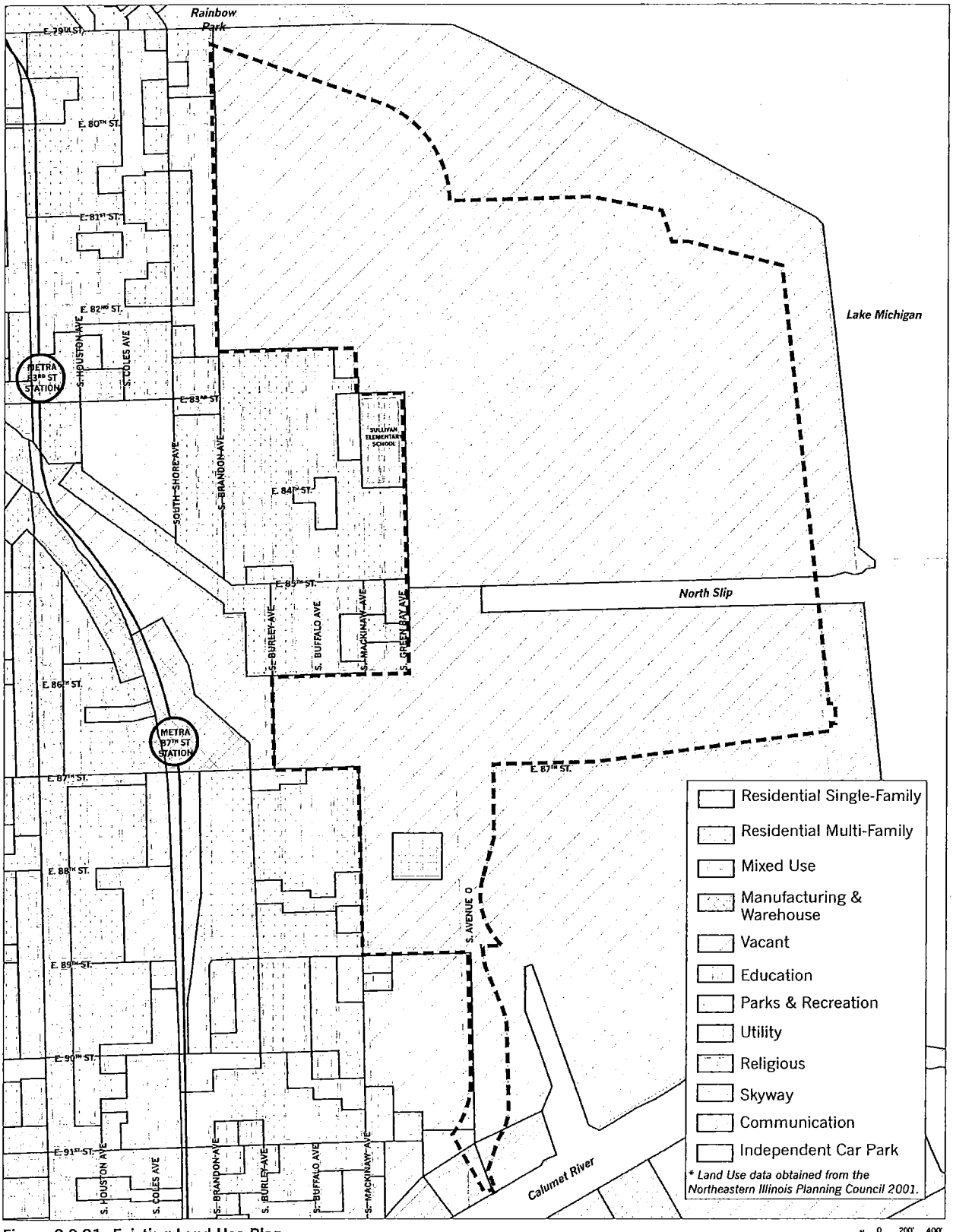
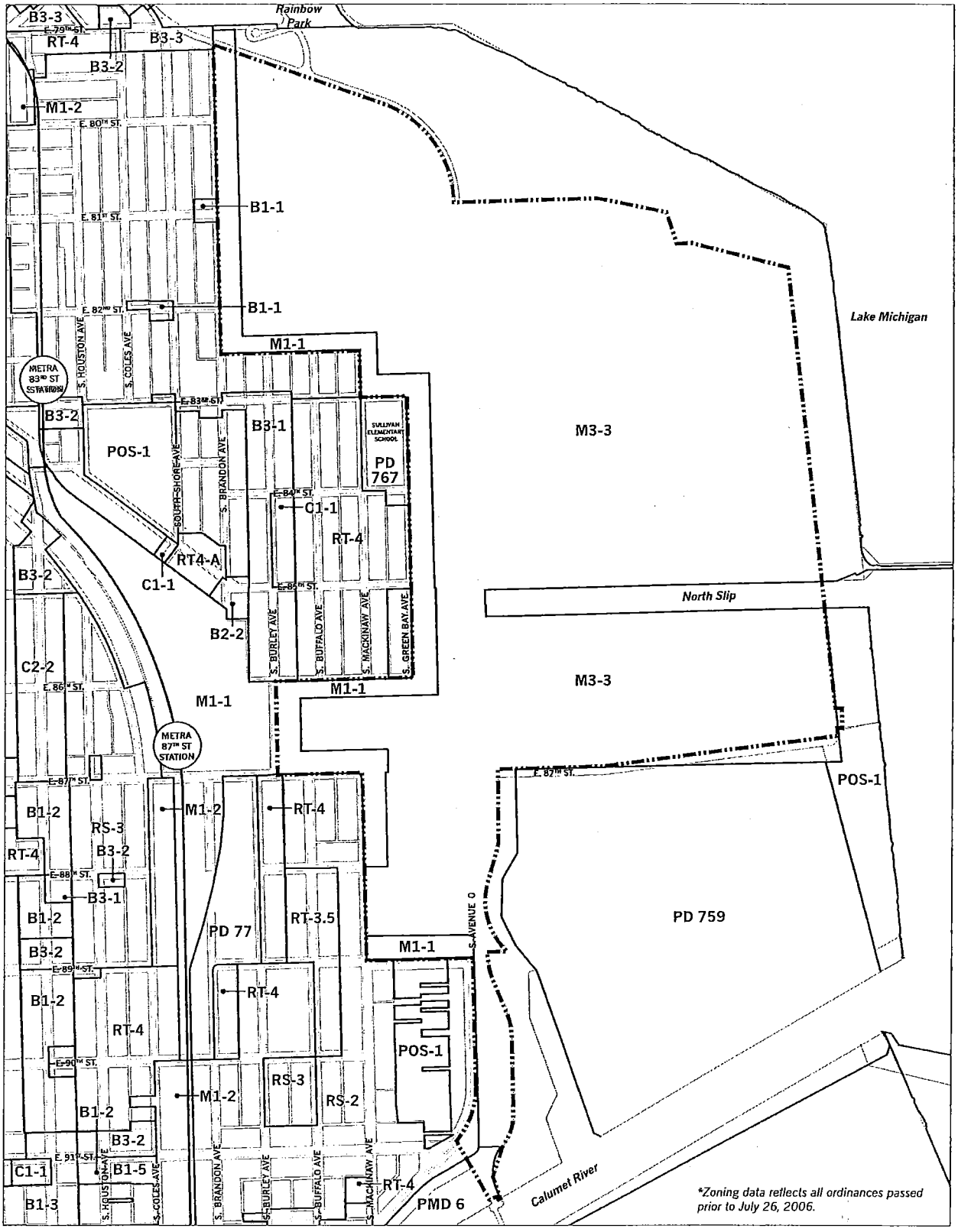


Figure 2.0.01: Existing Land Use Plan

2.1 Existing Zoning Map



Existing Zoning Plan

2.2 Boundary & Property Line Map

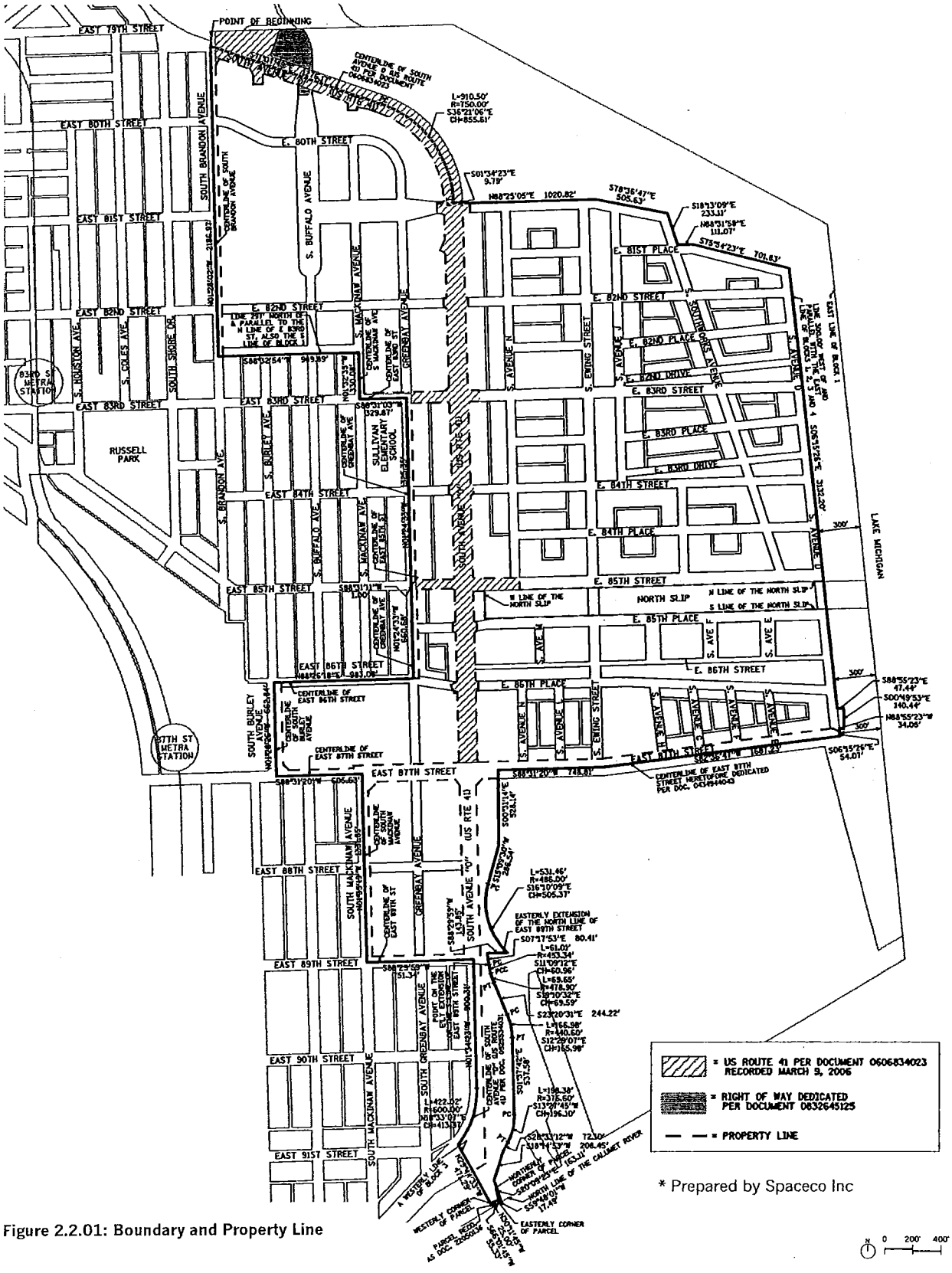


Figure 2.2.01: Boundary and Property Line

2.3 Land Use Map

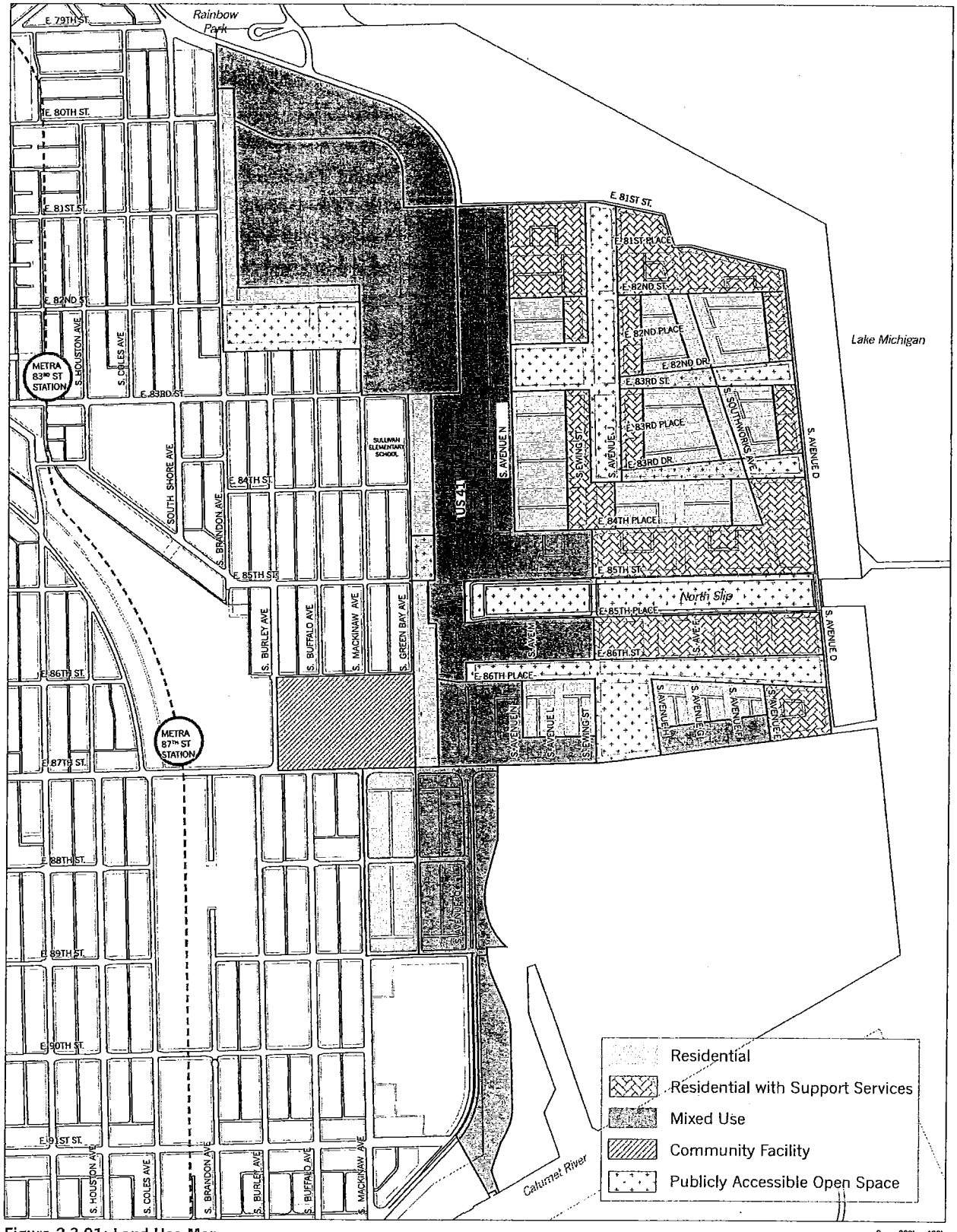
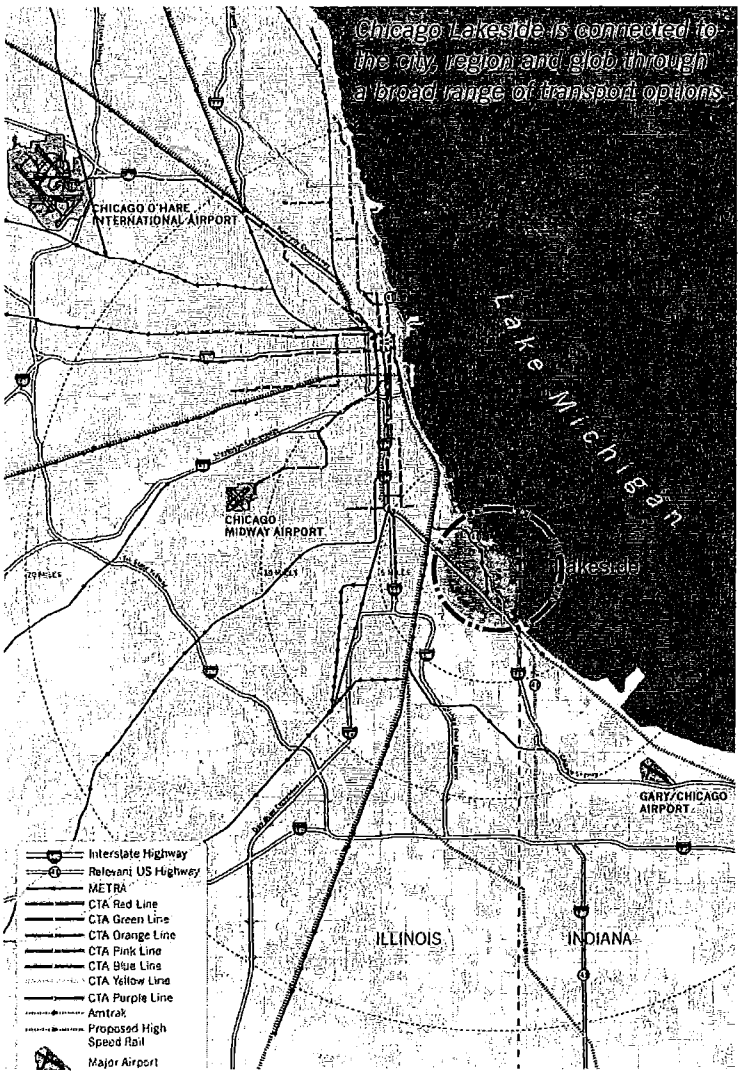


Figure 2.3.01: Land Use Map

2.4 Regional Transportation



Regional Transportation

Regional Infrastructure & Transport

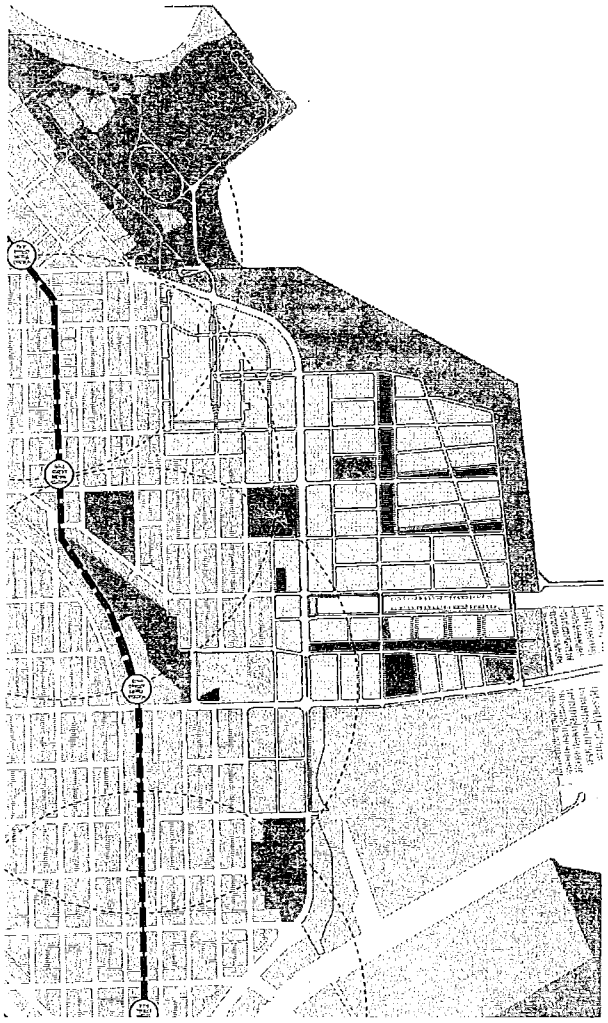
With a CTA Red Line stop at 83rd Street and Chicago Metra Rail stops at 79th Street, 83rd Street, 87th Street, and 93rd Street; Chicago Lakeside benefits from easy commuter access to downtown Chicago. With US 41 penetrating the site and the Chicago Skyway nearby, Chicago Lakeside has excellent vehicular access to downtown Chicago and points South.

Drive times*
to Loop ... 20 min.
to O'Hare ... 45 min.
to Midway ... 30 min.
to Gary ... 20 min.
to Peotone ... 50 min.

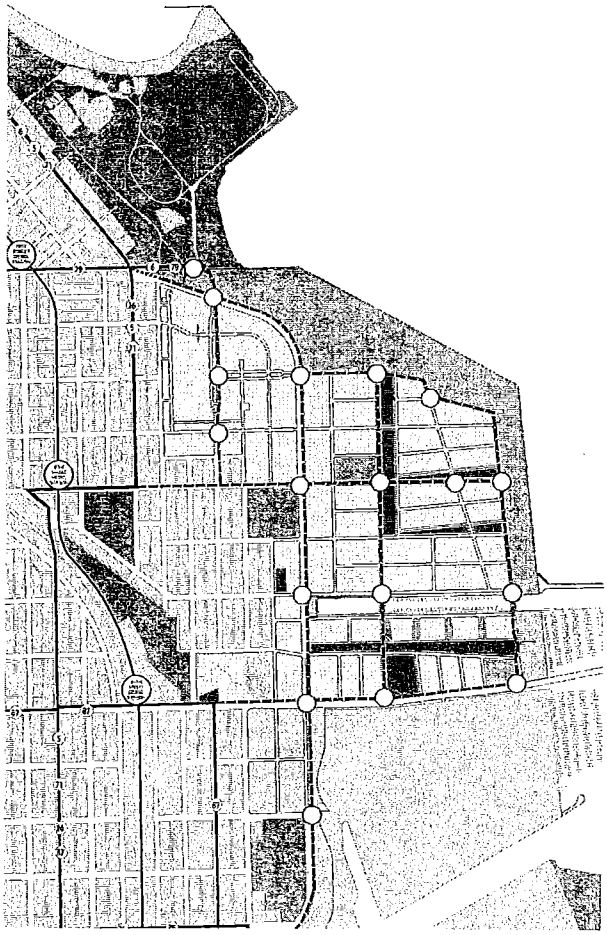
Metra travel time
to Loop... 28 min.

* Drive times do not account for peak travel times

2.5 Local Transportation System

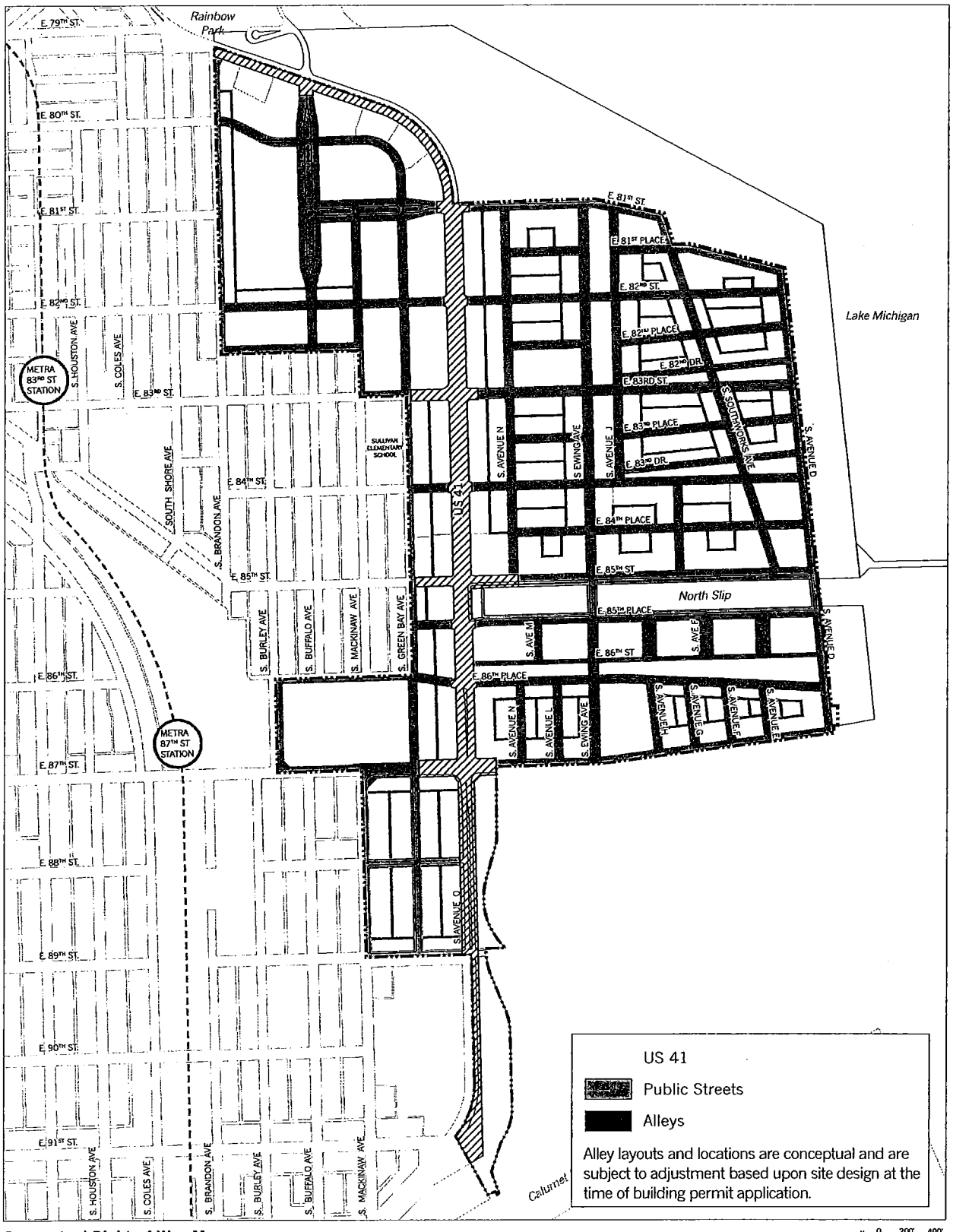


Train Network



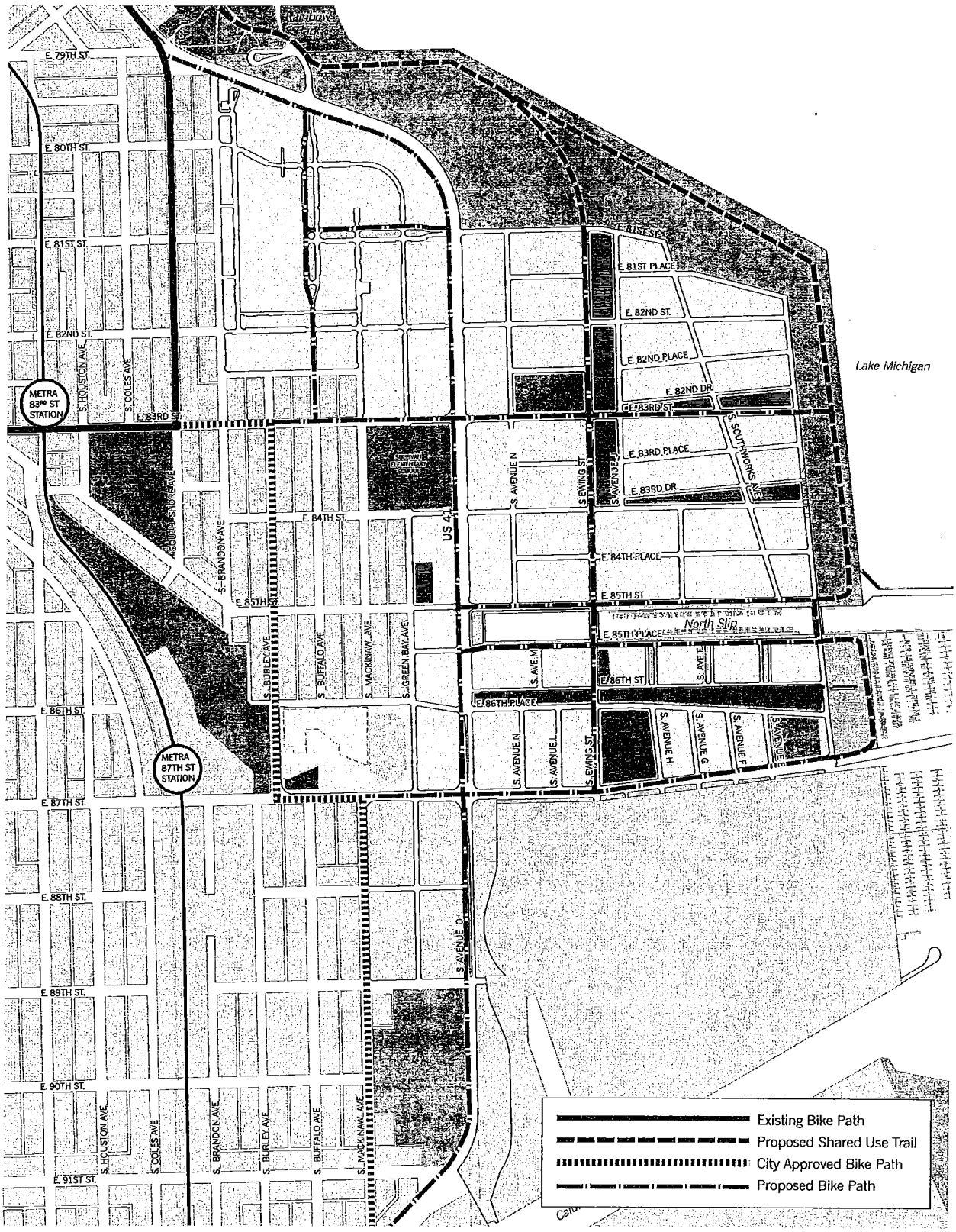
Bus Network

2.6 Conceptual Right-of-Way Map



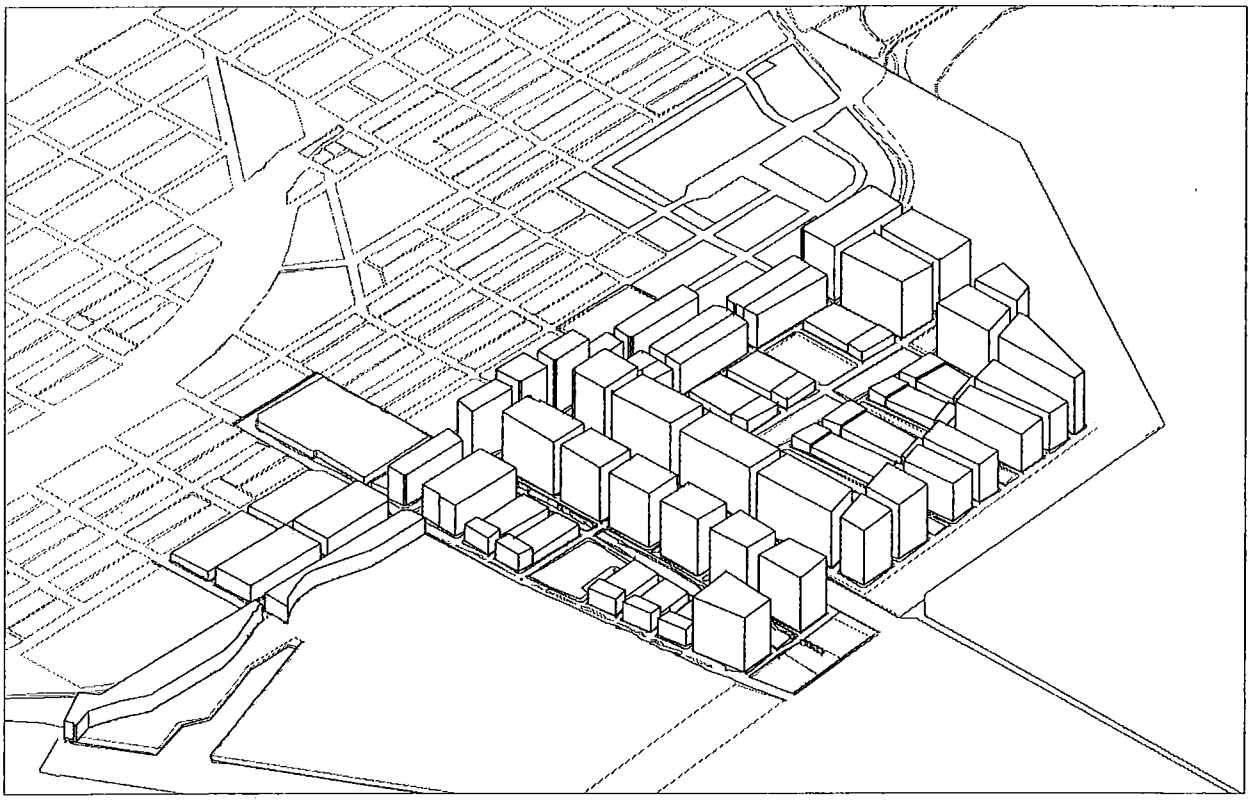
Conceptual Right-of-Way Map

2.7 Conceptual Bicycle Network



Bicycle Network

2.8 Building Height Zone Diagram



Building Height Zones

Highrise

- H1 Zone – Represents the areas in the masterplan where the tallest buildings are intended. These include the sites along the lakefront capturing the most prominent views and along the North Slip. The H1 Zone has an intended maximum building height of 400' or approximately 30-35 stories.
- H2 Zone – Represents the areas in the masterplan where taller buildings are intended, but these sites step down in height from the H1Zone. These include sites on the eastern most edge of the development along the lake. The H2 Zone has an intended maximum building height of 275' or approximately 20-25 stories.
- H3 Zone – Represents the areas in the masterplan where additional taller buildings are possible, but because these sites are inboard from the waterfronts they will continue to step down in height. These include sites along the US 41 corridor. The H3 Zone has an intended maximum building height of 230' or approximately 18-20 stories.

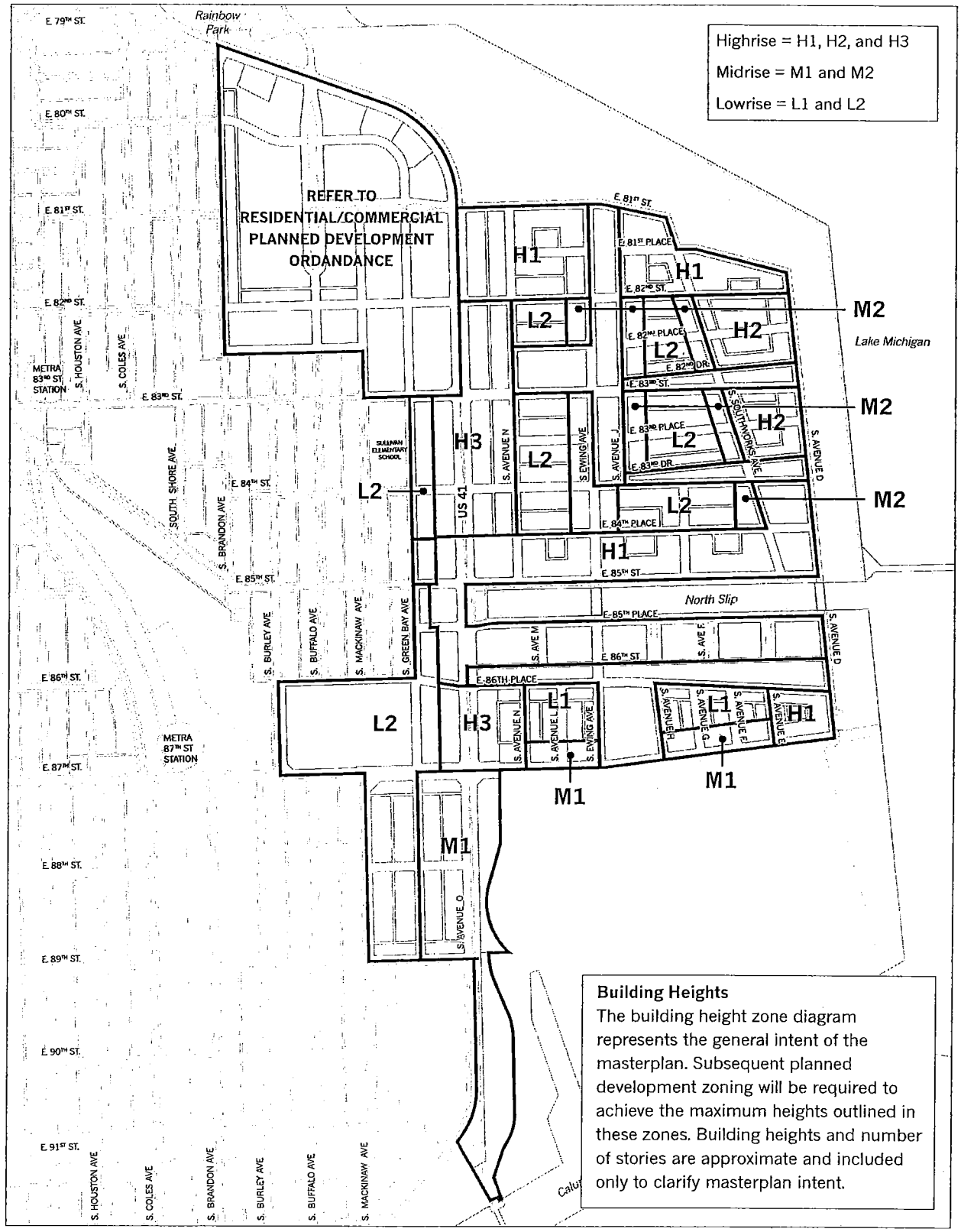
Midrise

- M1 Zone – Represents areas in the masterplan where midrise buildings are intended. These include sites along the US 41 corridor and the southernmost edge of the development along E. 87th Street. The M1 Zone has an intended maximum building height of 125' or approximately 8-10 stories.
- M2 Zone – Represents areas in the masterplan where midrise buildings are intended, but these sites step down in height from the M1 Zone. These include sites fronting the Central Park. The M2 Zone has an intended maximum building height of 75' or approximately 6 stories.

Lowrise

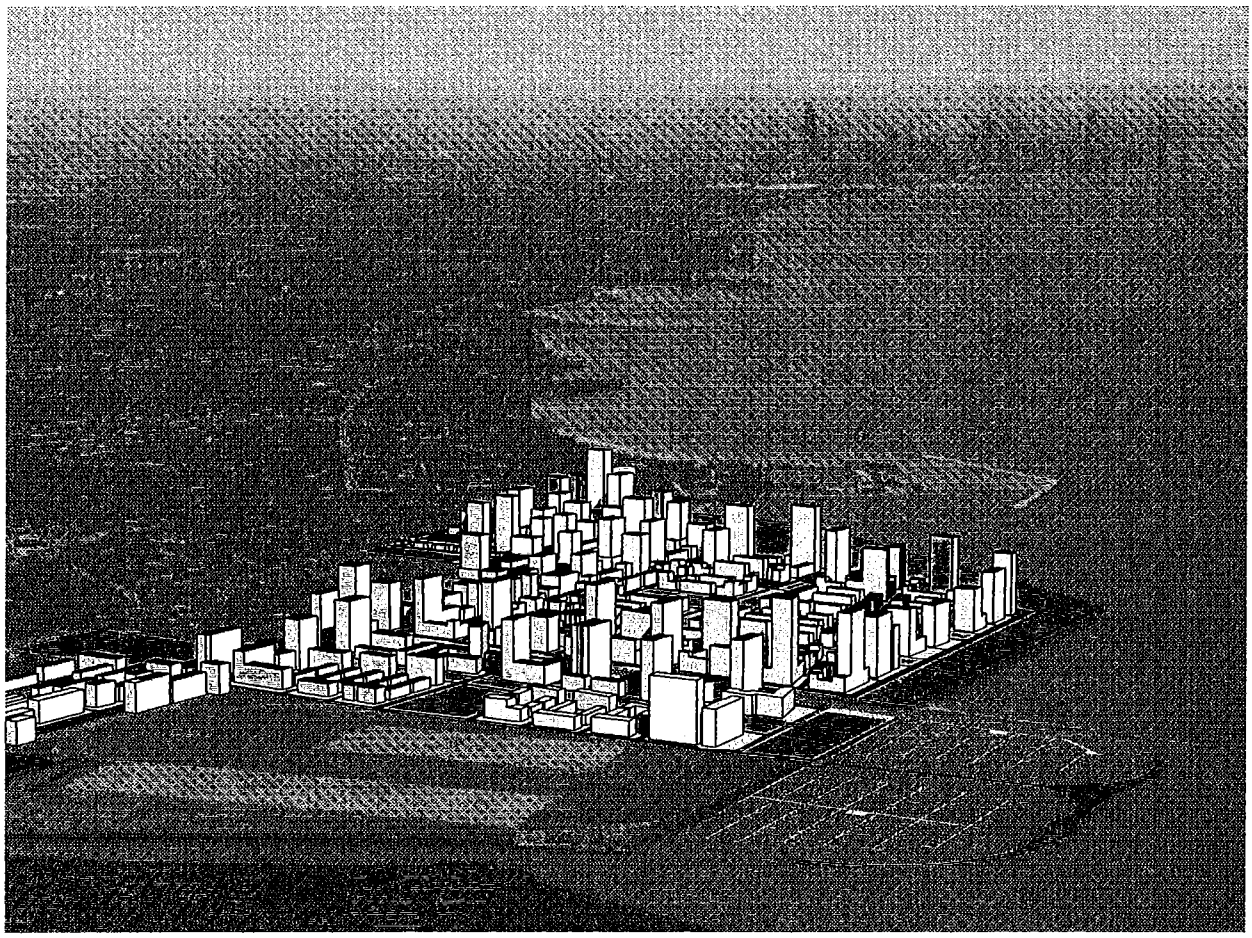
- L1 Zone – Represents areas in the masterplan where lower scaled buildings are intended to occur. These include sites in the Central Park Area where the use is primarily residential. The L1 Zone has an intended maximum building height of 60' or approximately 4-5 stories
- L2 Zone – Represents the areas in the masterplan where the building heights are intended to be the lowest in the development. These include sites transitioning to the surrounding neighborhoods on the western edge of the development. The L2 Zone has an intended maximum building height of 55' or approximately 3-5 stories.

2.8 Building Height Zone Diagram



Building Height Zones per the Masterplan Intent

2.9 Illustrative Site Massing



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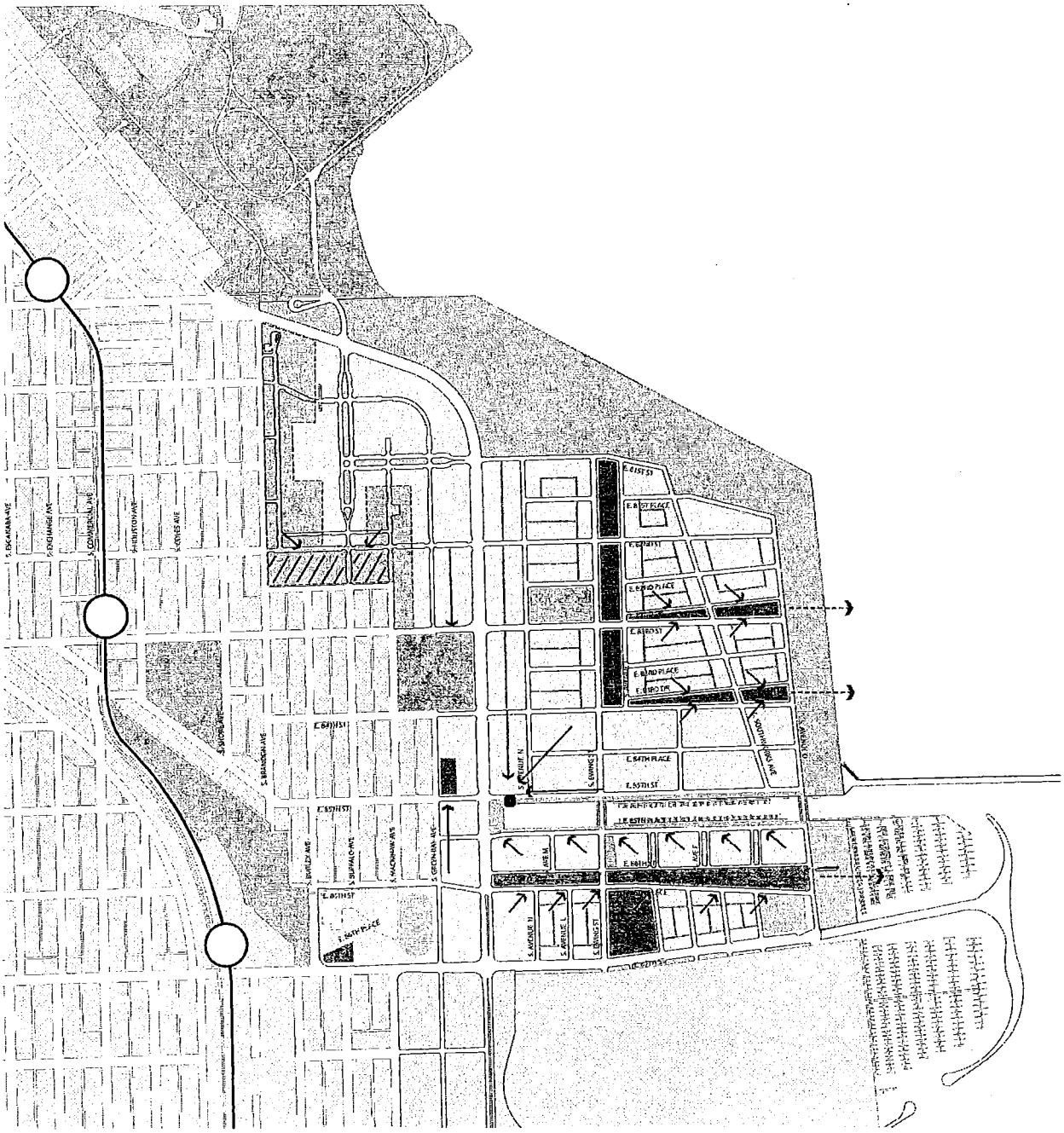
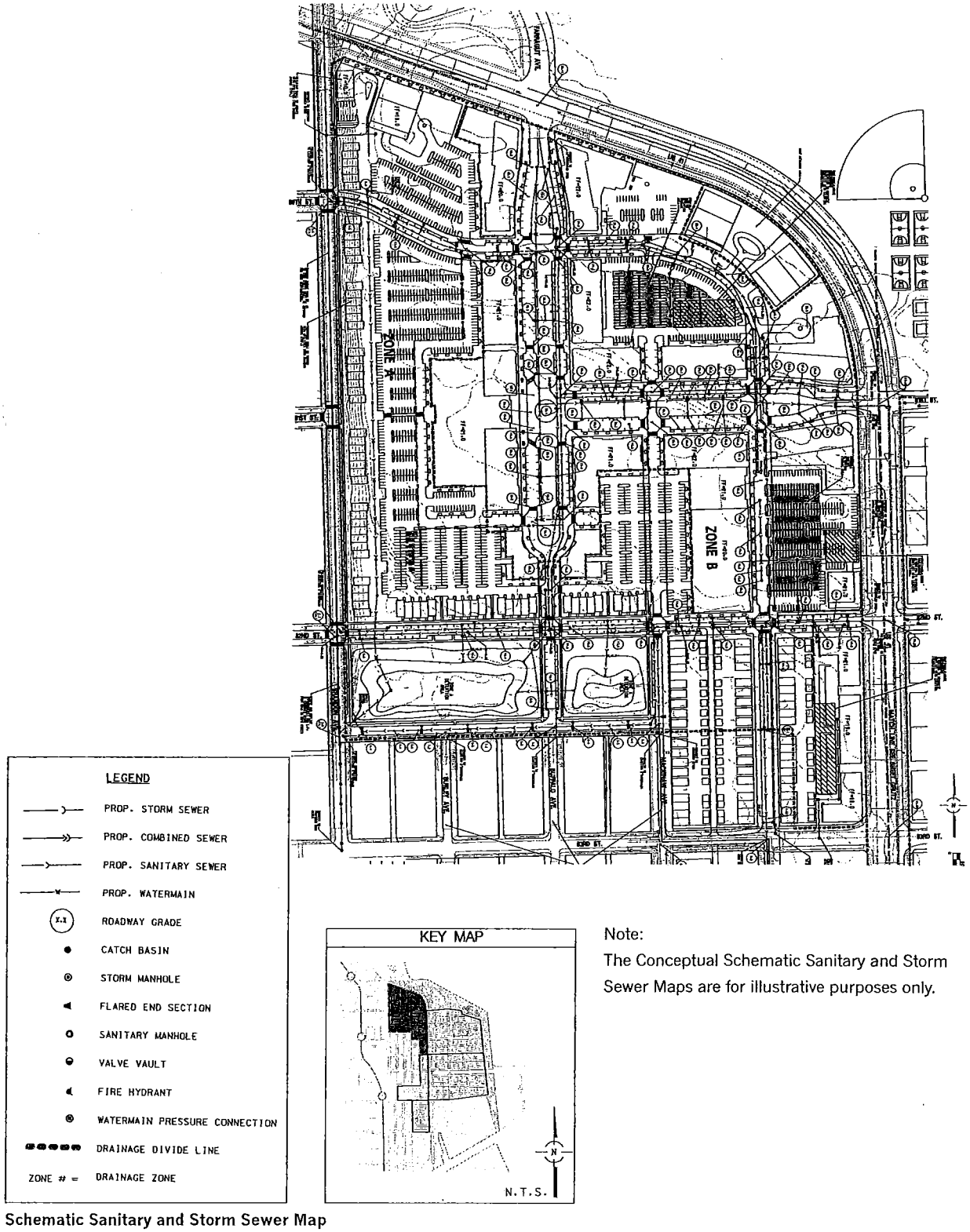
2.10 Conceptual Stormwater Drainage Flow Diagram



Each public space at Lakeside also plays a critical role in a comprehensive sustainability strategy, with set-aside areas for extensive native plantings, bird habitat, groundwater infiltration, and stormwater management. Best management practices (BMPs) for stormwater will be integrated into each of the new parks, which will be designed and constructed using sustainable, locally available, and/or recycled materials wherever possible. The parks and public space system at Lakeside will be designed according to the principles of the Chicago Landscape Ordinance (parkway plantings, parking areas, and streetscapes). At the same time, the park system will respect Chicago's 2006 Bird Agenda, the Treaty for Migratory Birds, and the Calumet Design Guidelines.

2.11 Conceptual Schematic Sanitary and Storm Sewer Map



Schematic Sanitary and Storm Sewer Map

Note:
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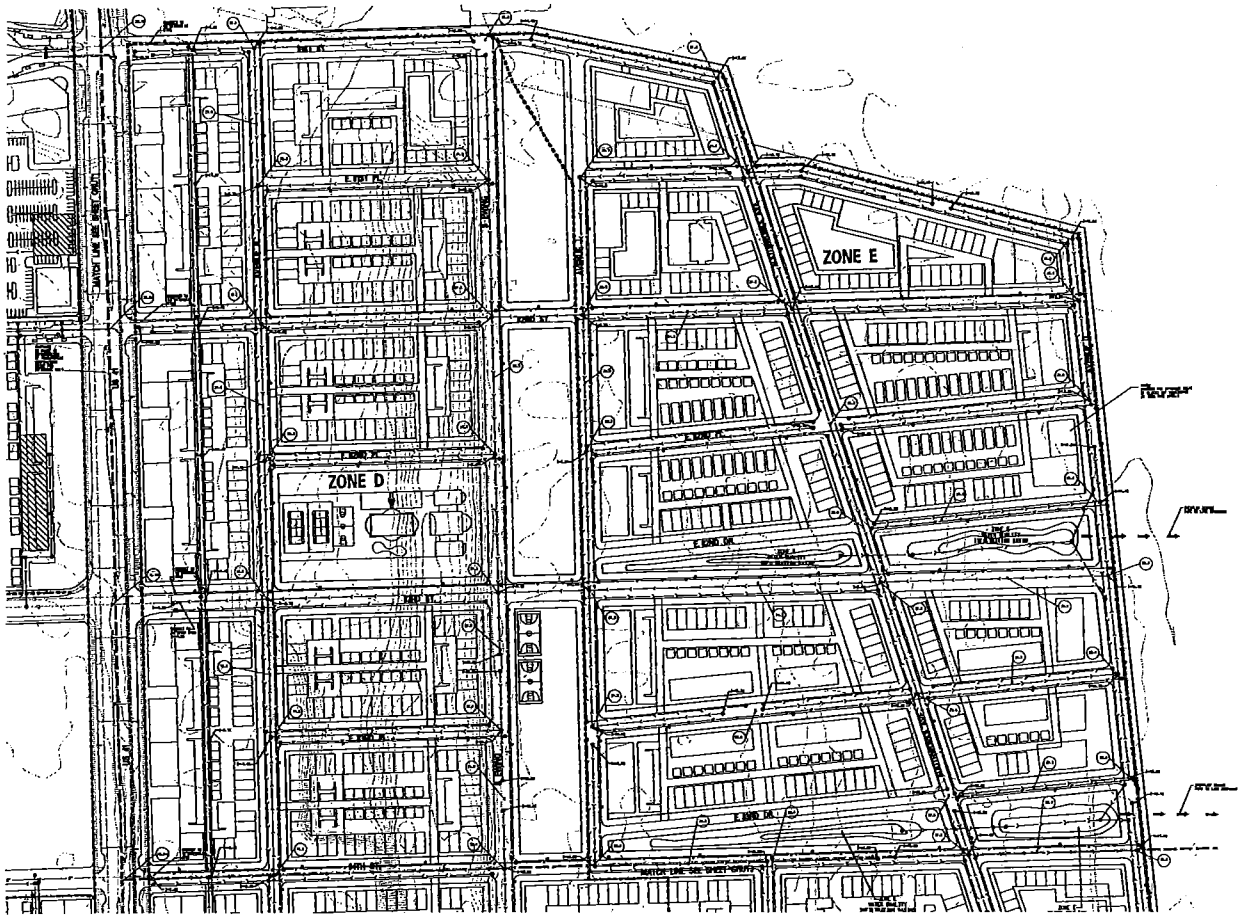
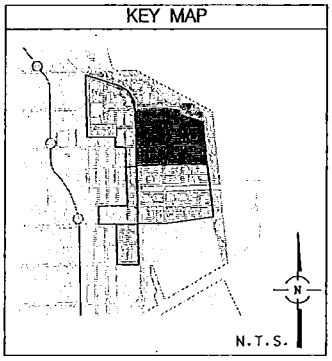
2.11 Conceptual Schematic Sanitary and Storm Sewer Map



LEGEND

- PROP. STORM SEWER
- PROP. COMBINED SEWER
- PROP. SANITARY SEWER
- PROP. WATERMAIN
- (X.X) ROADWAY GRADE
- CATCH BASIN
- STORM MANHOLE
- FLARED END SECTION
- SANITARY MANHOLE
- VALVE VAULT
- FIRE HYDRANT
- WATERMAIN PRESSURE CONNECTION
- DRAINAGE DIVIDE LINE
- ZONE # = DRAINAGE ZONE



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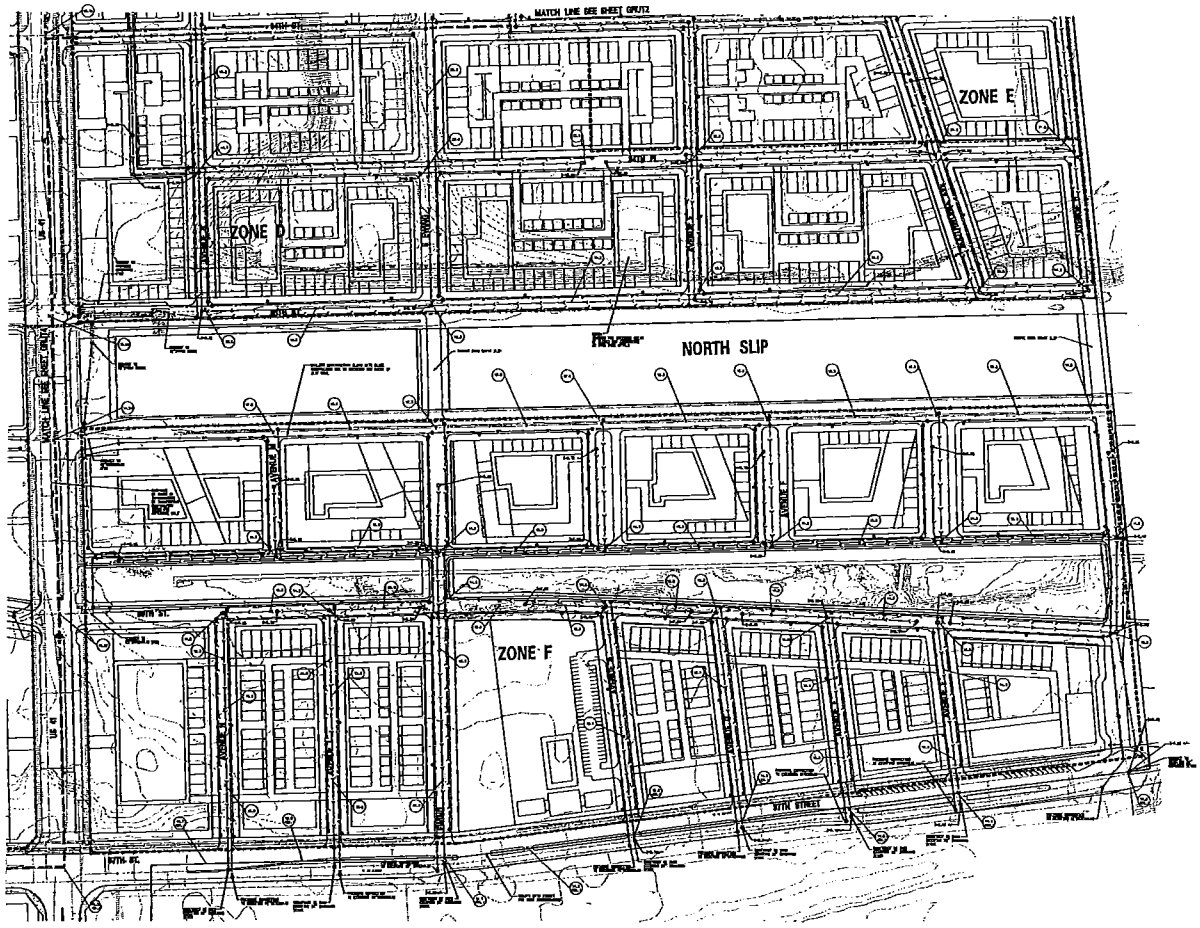

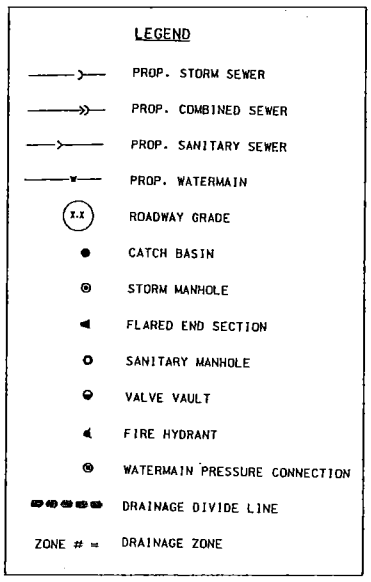

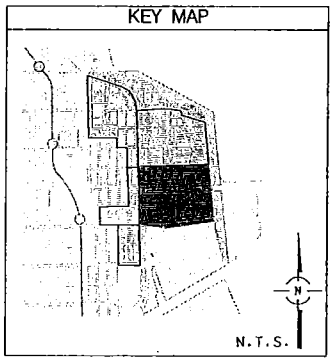

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Schematic Sanitary and Storm Sewer Map

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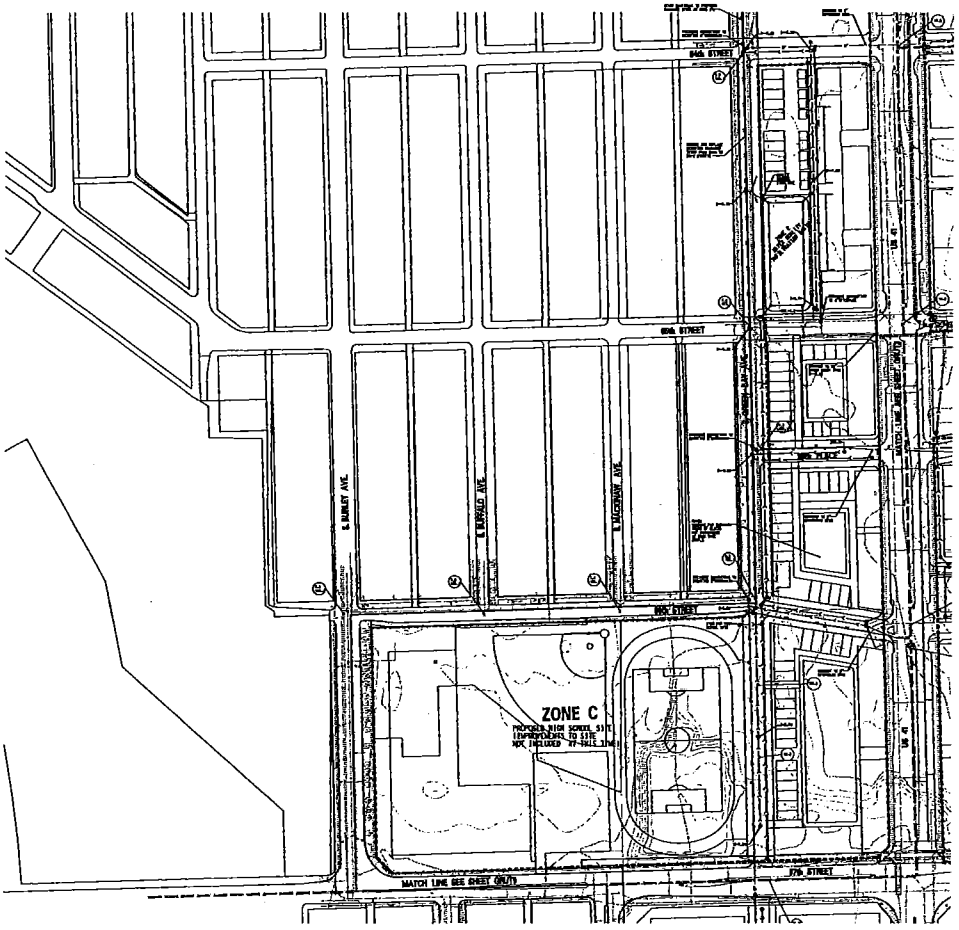

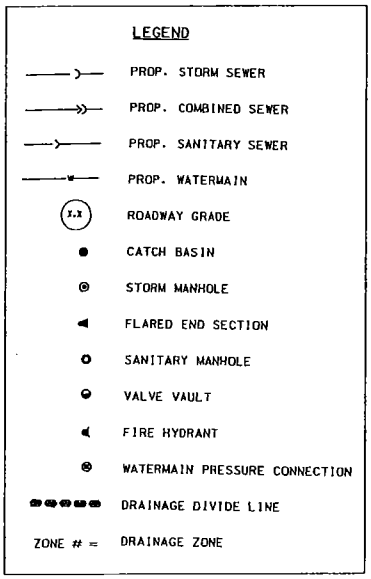

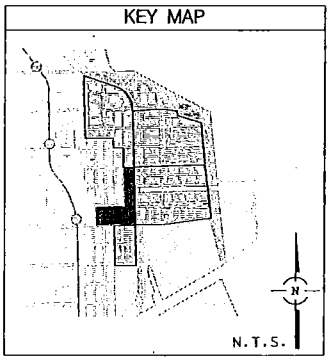

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Schematic Sanitary and Storm Sewer Map

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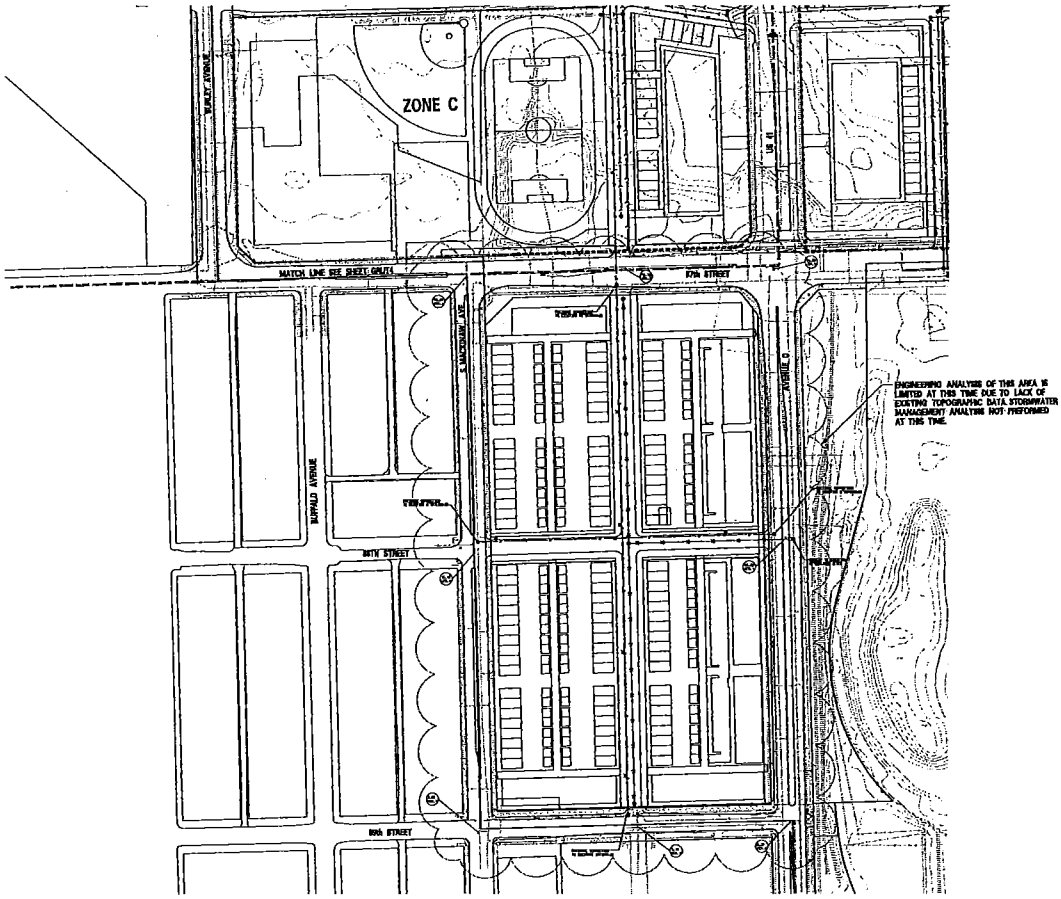
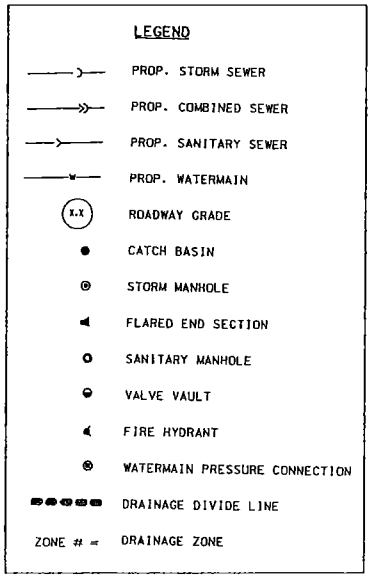
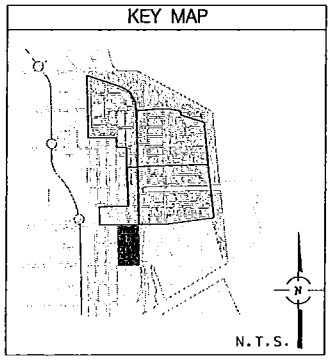

ZONE C
MATCH LINE SEE SHEET GN01A
80th STREET
ENGINEERING ANALYSIS OF THIS AREA IS LIMITED AT THIS TIME DUE TO LACK OF EXISTING TOPOGRAPHIC DATA. STORMWATER MANAGEMENT ANALYSIS NOT PREFORMED AT THIS TIME.





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Schematic Sanitary and Storm Sewer Map

3

Chicago Lakeside Areas

3.0 Chicago Lakeside Areas

A Community of Distinct Areas

Chicago Lakeside is organized into six distinct areas organized around open space features, water and travel corridors. Each area is envisioned to contain a diverse mix of land use and development prototypes.

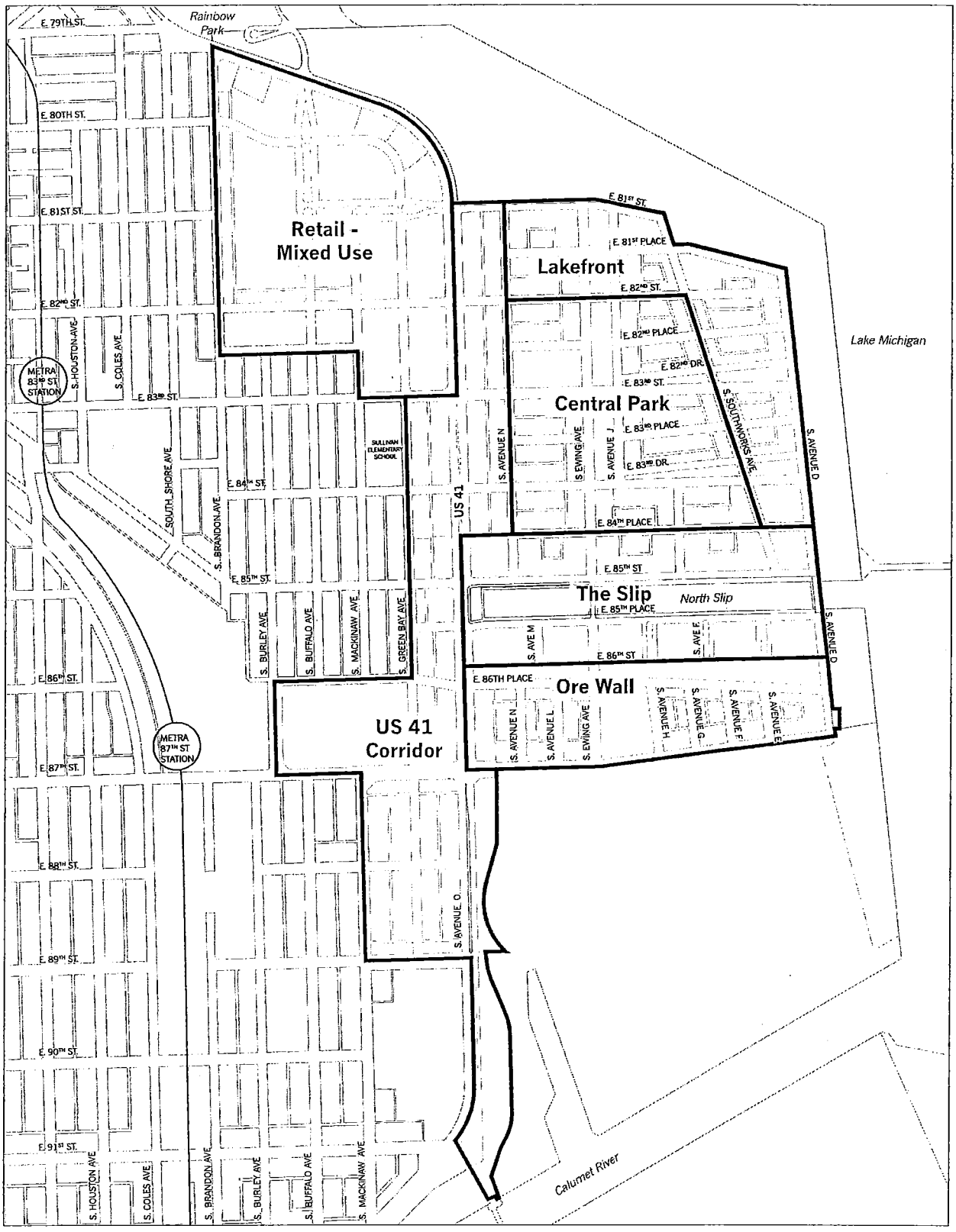
- Retail/Mixed Use Center
- US 41 Corridor
- Lakefront Area
- Central Park Area
- Slip Area
- Ore Wall Park Area

Block Configurations

- Buildings should hold a consistent street wall. In areas where no front setback is required, extend the primary building face to the front property line. In the residential areas where a minimum front setback is required, create a consistent front setback and street wall along these streets.

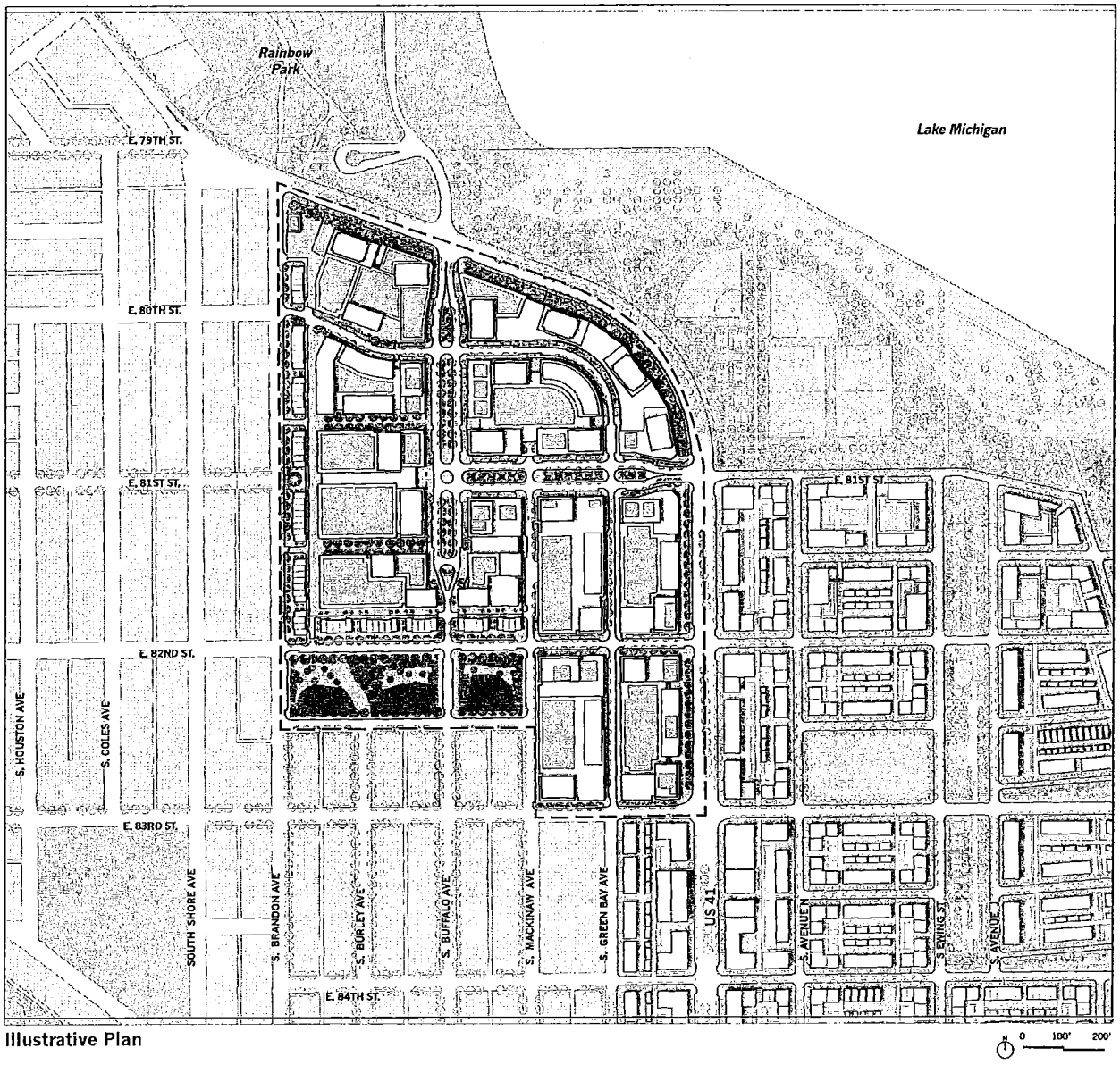
- Above grade parking structures should be wrapped with active uses on the ground floor.

3.1 Area Map

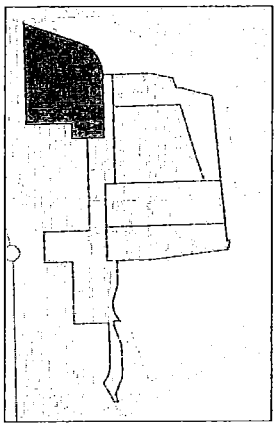


Chicago Lakeside Areas

3.2 Retail/Mixed-Use Center



Illustrative Plan

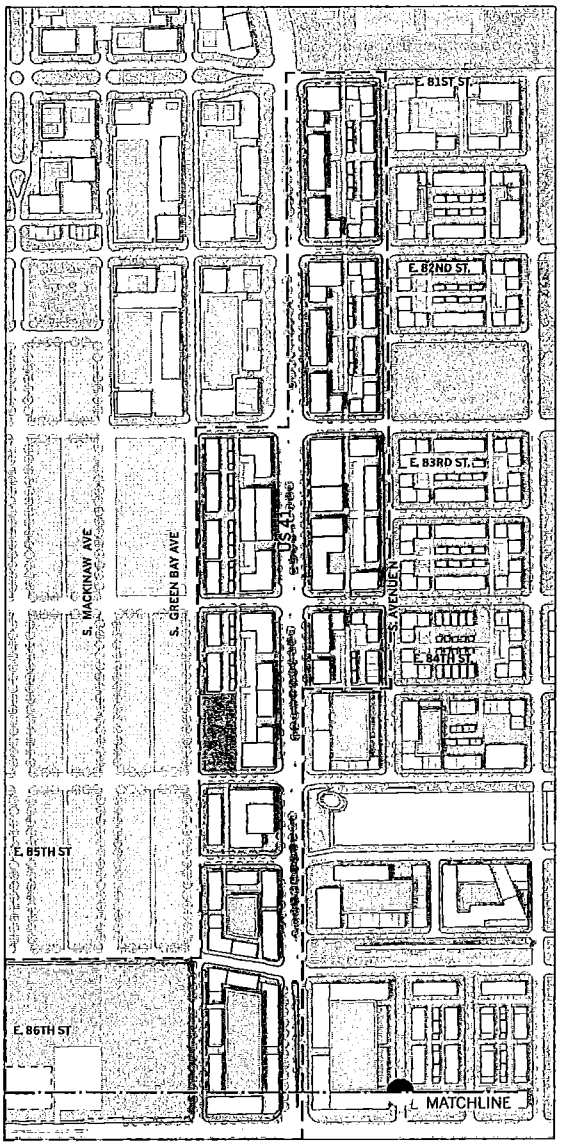


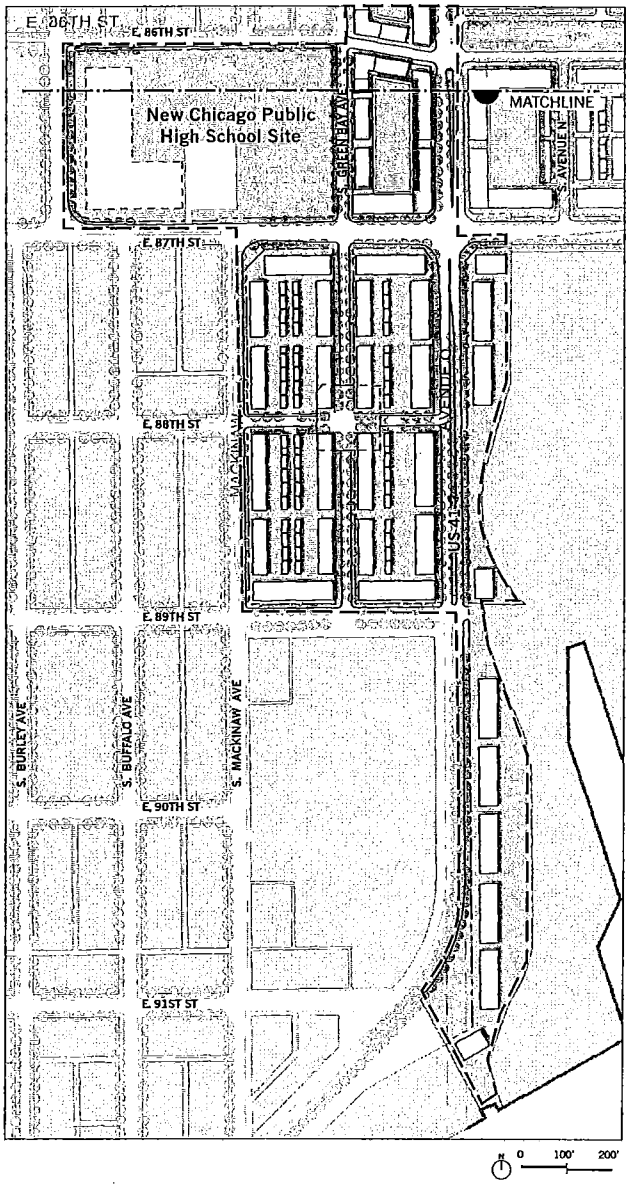
Retail / Mixed-Use Center

The Retail/Mixed-Use Area is envisioned as a retail, entertainment, residential, hotel, and office district. High quality shopping and entertainment venues would be located in a mix of big box and medium size floorplate buildings creating a mixed-use market common area. Residential, retail and/or office buildings would be located along US41 and could range in size from mid-rise to high-rise structures.

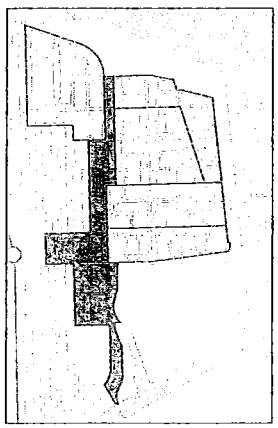
Development in this area will be organized around a high-quality, walkable pedestrian environment. Large programmed medians/plazas will provide community gathering and activity space in the heart of the development.

3.3 US 41 Corridor





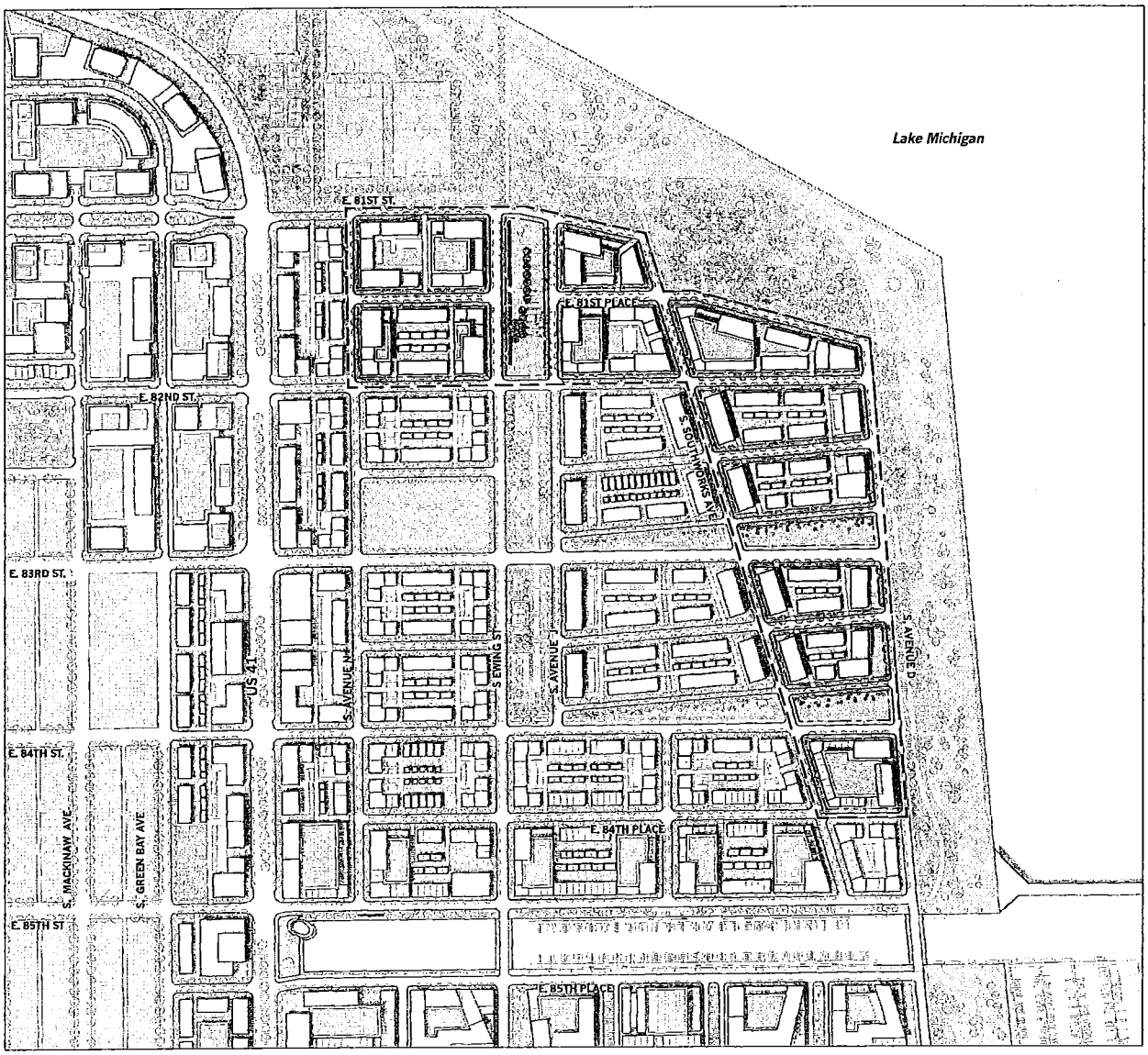
Illustrative Plan



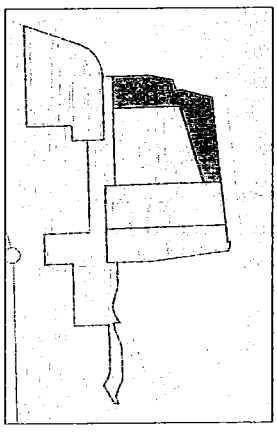
US 41 Corridor

The US 41 Corridor is envisioned to accommodate a full range of uses, including medium to high density residential, retail, hotel, office, institutional and other commercial uses. Lower scale residential uses are envisioned along the western edge of the corridor to transition in scale to the established character of the adjacent community. A new Chicago Public High School is planned for a site west of US 41 on 87th Street.

3.4 Lakefront Area



Illustrative Plan

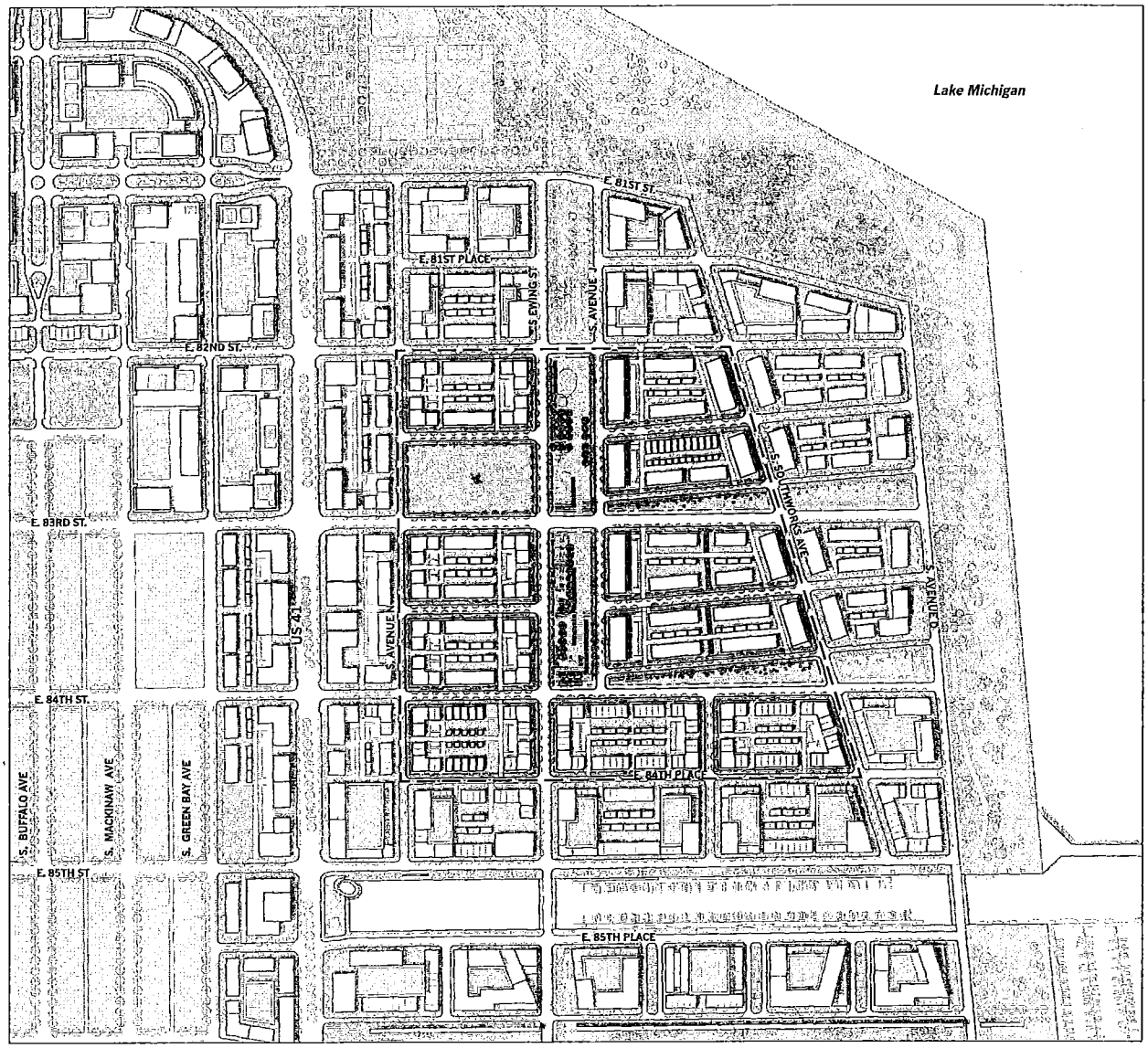


Lakefront Area

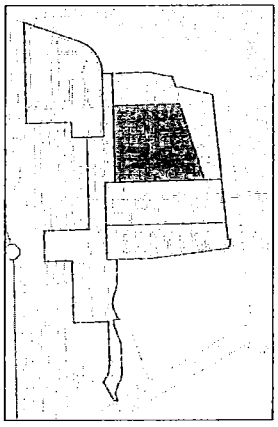
The Lakefront Area is envisioned as a residential neighborhood of mixed densities and housing types comprised primarily of stacked flats, townhomes, multi-unit and high-rise residential buildings, along with convenience retail, hotel and other limited commercial uses. This area is located adjacent to the lakefront and is ideal for higher density development in accord with the traditional Chicago lakefront development patterns of Hyde Park and the North Shore. This area offers spectacular views of Downtown Chicago and Lake Michigan.

Central Park and two finger parks provide active and passive recreation space and pedestrian access through the area and linkage to the lakefront.

3.5 Central Park Area



Illustrative Plan



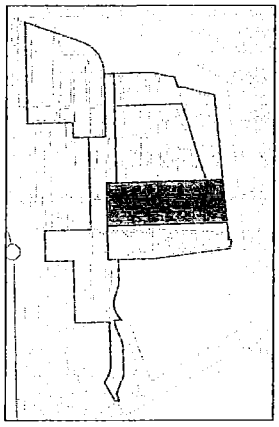
Central Park Area

The Central Park Area is envisioned as a residential neighborhood of mixed densities and housing types comprised primarily of stacked flats, townhomes and multi-unit residential buildings. This area is organized along a centrally-located linear park from which it takes its name. Small-scale convenience retail, office and other commercial uses in ground floor locations that front the park would provide amenities for this neighborhood.

Central Park will provide landscaped passive and active recreation spaces. Two finger parks will function as bioswale features that capture and cleanse rainwater. These parks will provide pedestrian access through the area and linkage to the lakefront.

3.6 The Slip Area

Illustrative Plan



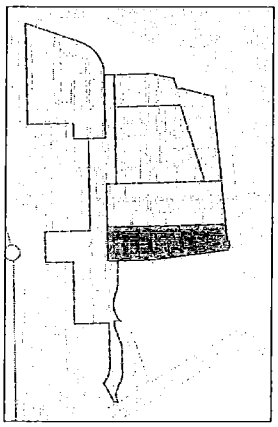
The Slip Area

The Slip Area is envisioned to be a high quality mixed-use residential area also including retail, hotel, office and other commercial uses. Shopping and entertainment venues would be located along the western portion of the Slip adjacent to US 41 with residential uses on upper floors in mixed density mid-rise and high-rise structures.

A unique waterfront pedestrian environment will be created along the slip that is fully accessible to the public. Boat access and docking is envisioned to provide pleasure boat access to the development from Lake Michigan.

3.7 Ore Wall Area

Illustrative Plan



The Ore Wall Area

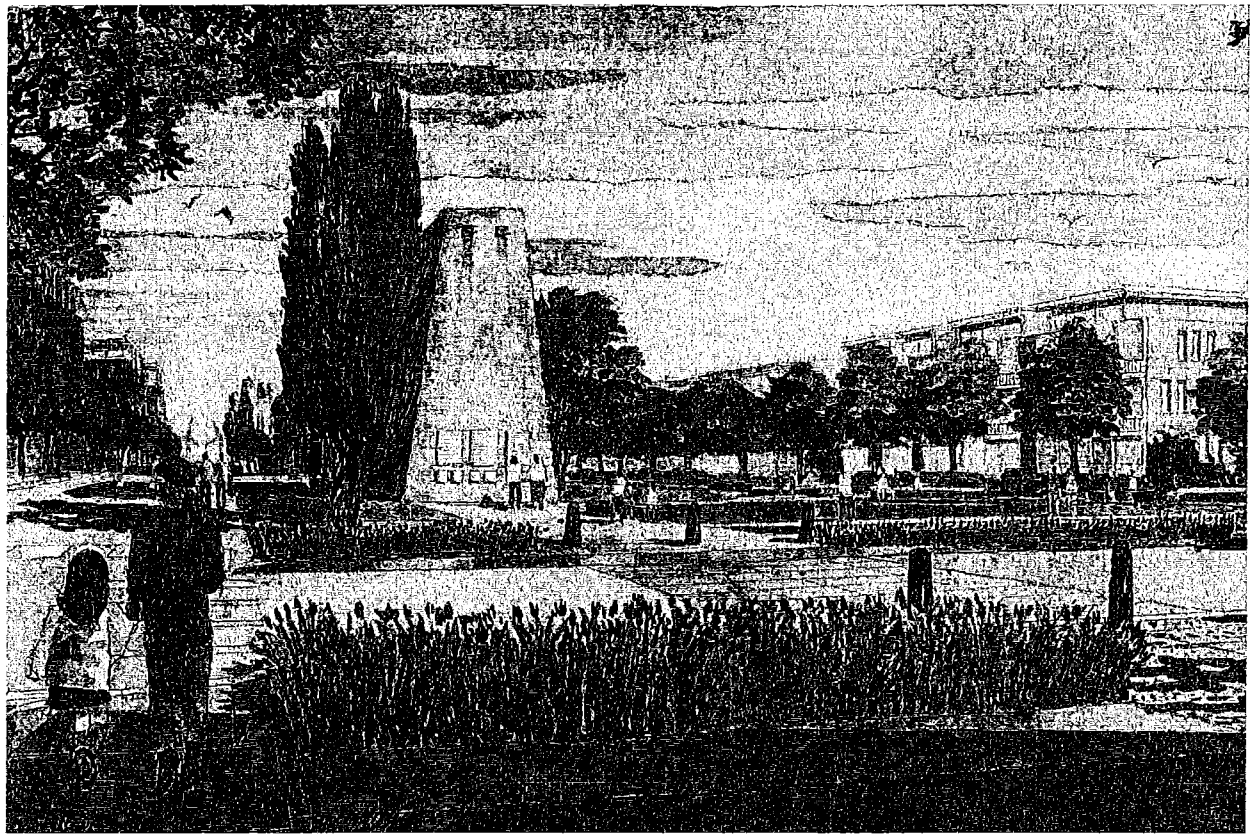
The Ore Wall Area is envisioned as a mixed-use, pedestrian-oriented neighborhood accommodating medium to high density residential development and a range of office, retail, hotel, and other commercial uses. Neighborhood scale commercial uses are envisioned to front 87th Street in mixed-use buildings with office and/or residential uses on upper floors. Mixed density housing is envisioned along Ore Wall Park and streets leading to 87th Street.

Ore Wall Park will be established to provide a major public park amenity in this area and pedestrian access to the lakefront. The ore wall relic from the former steel plant will be retained as a character element for the park.

4

Open Space Network

4.0 Chicago Lakeside Open Space Network

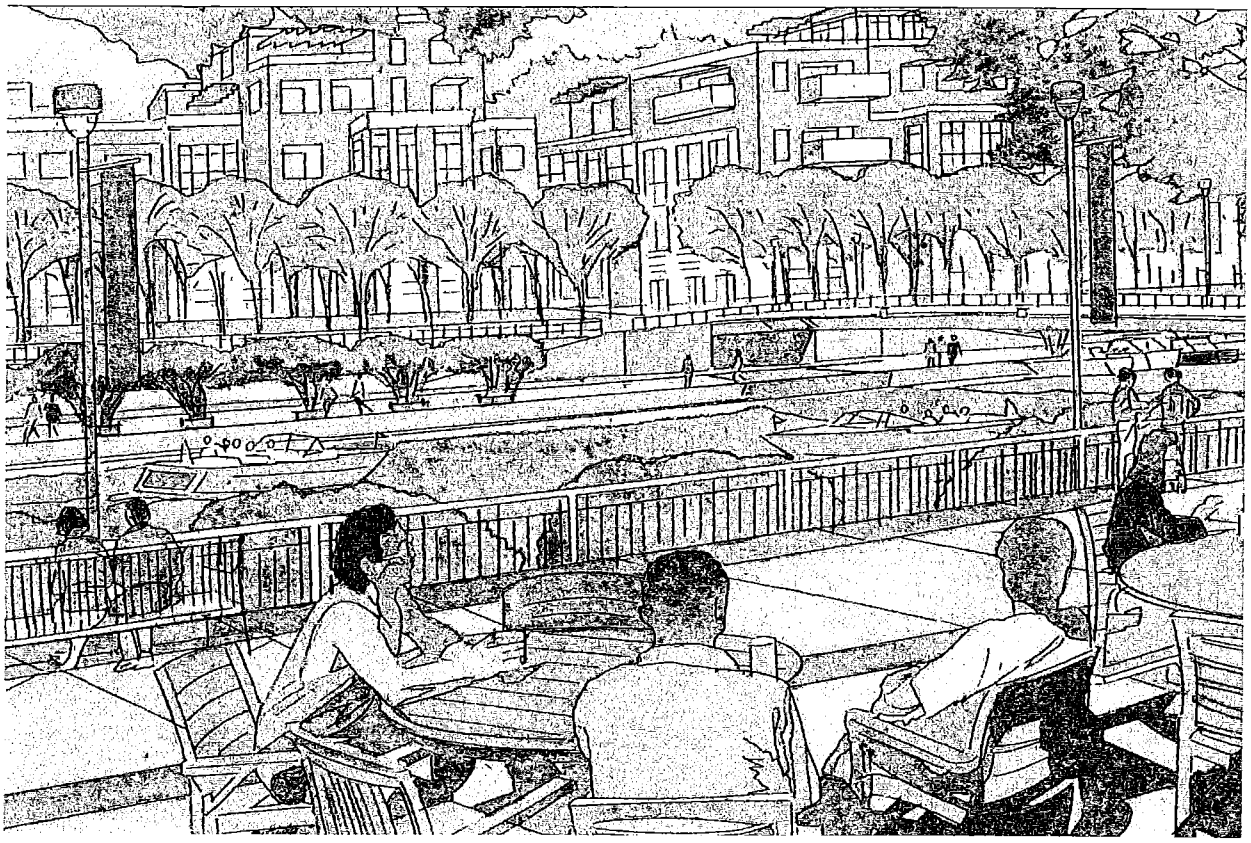


Ore Wall Park

The great public open space system at Chicago Lakeside is defined by generous green parks, plazas, and waterfront promenades that provide a wealth of new opportunities along Chicago's lakefront for active and passive recreation. An extensive network of publicly accessible green space is envisioned in the comprehensive plan for Chicago Lakeside. These green spaces will provide identity and value to the Lakeside and Southside neighborhoods and will transform the former Southworks site into a visionary, sustainable mixed-use community.

A diverse range of public spaces are proposed at Lakeside, including a new Lakefront Park, Central Park, Finger Parks, Great Promenade at the North Slip, the Ore Wall Park, and the Neighborhood Park. These spaces will allow residents and visitors alike to be closely connected - for the first time in over 100 years on this site - to Lake Michigan. In addition, these parks will offer opportunities for a wide array of park elements and programs, including outdoor concerts and events, organized sporting activities, access to sailing and boating, sledding hills, urban promenades, paved plazas, special lighting for nighttime activities, pedestrian and biking trails, children's playgrounds, flex play space, gardens, meadows, dog runs, wall climbing, and scenic overlooks.

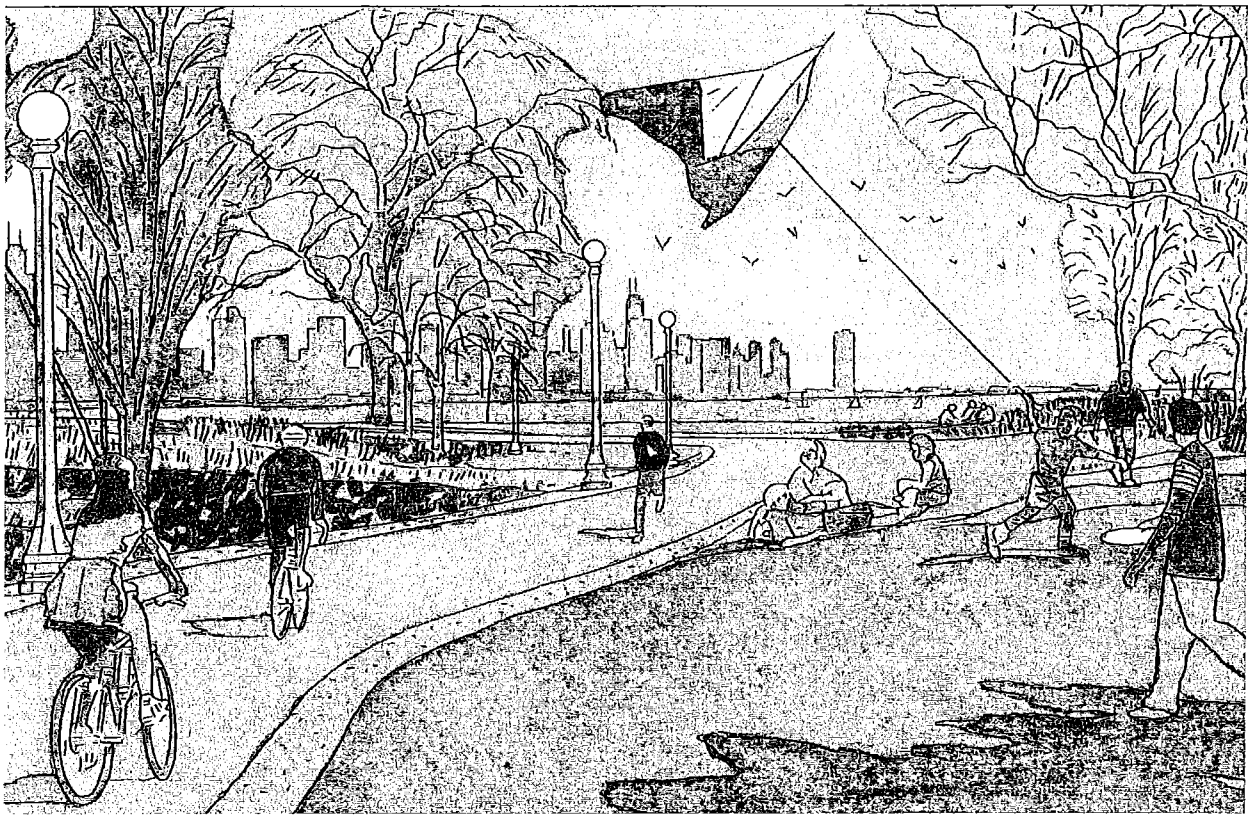
4.0 Chicago Lakeside Open Space Network



Promenade along the North Slip

Each public space at Lakeside also plays a critical role in a comprehensive sustainability strategy, with set-aside areas for extensive native plantings, bird habitat, groundwater infiltration, and stormwater management. Best management practices (BMPs) for stormwater will be integrated into each of the new parks, which will be designed and constructed using sustainable, locally available, and/or recycled materials wherever possible. The parks and public space system at Lakeside will be designed according to the principles of the Chicago Landscape Ordinance (parkway plantings, parking areas, and streetscapes). At the same time, the park system will respect Chicago's 2006 Bird Agenda, the Treaty for Migratory Birds, and the Calumet Design Guidelines.

4.0 Chicago Lakeside Open Space Network



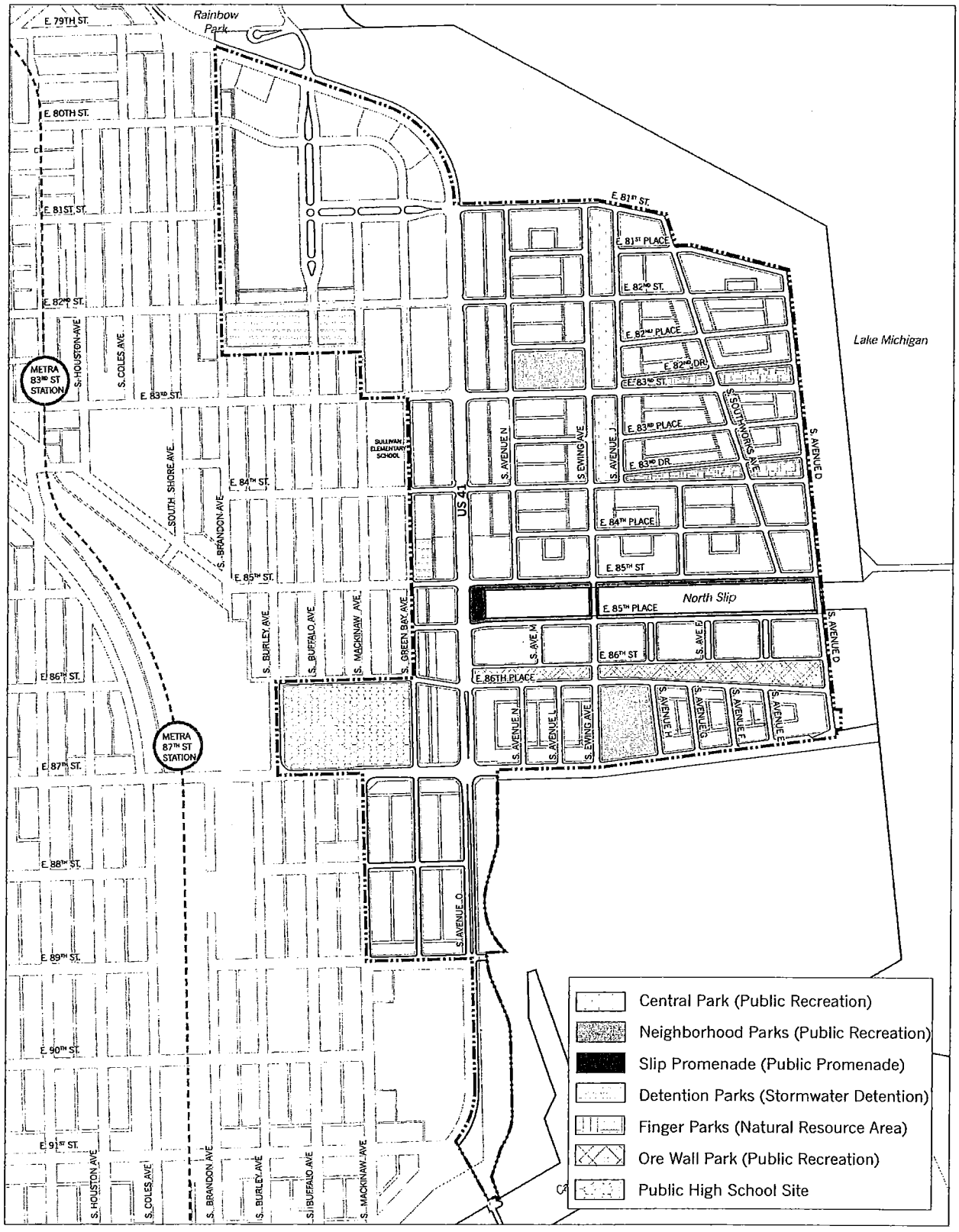
Extending the Chicago Lakefront Park System

Regionally, the Chicago Lakeside open space network builds upon the historic Chicago lakefront park system. The parks are anchored by a new Lakefront Park adjacent to Rainbow Beach in the north to Calumet Park in the south. This grand open space along the water represents one of the last remaining segments of Chicago's 26-mile long lakefront park system to be completed. The Lakefront Park is envisioned in the spirit of Jackson, Burnham and Lincoln Parks with a great waterfront promenade, multi-purpose paths for pedestrians and bicyclists, a variety of active and passive recreation amenities, and a mix of native shade trees, meadows and lawn areas that reflect the indigenous landscape of the Illinois shoreline. Where possible, creating public access to Lake Michigan's waterfront through a more naturalistic shoreline would offer direct water access currently not available on the site.

The open space network also connects existing Southside neighborhoods to Lake Michigan. Two primary street connections, at 83rd and 84th Streets, extend the urban grid east which allows for easy pedestrian and vehicular access between the surrounding neighborhoods and the parks. The landscape corridors on 83rd and 84th Streets culminate in a series of "Finger Parks" which further open out to the Lakefront Park and Lake Michigan. Most importantly, the Finger Parks provide unique natural areas for bird habitat, serve as stormwater management areas to capture and filter rainwater, and offer a special landscape experience unique to Lakeside.

Making a major contribution to Chicago's open space system, the Lakeside parks serve as a significant green amenity for both future and existing residents of the Southside community. Furthermore, the open spaces at Lakeside will recall the industrial character of the Southworks site, through the use of industrial elements such as stone and steel, sculpture, interpretive signage, as well as re-use of one of the massive ore walls on the site.

4.1 General Open Space Plan



General Open Space Plan

5

Guidelines for Streets and Public Right of Way

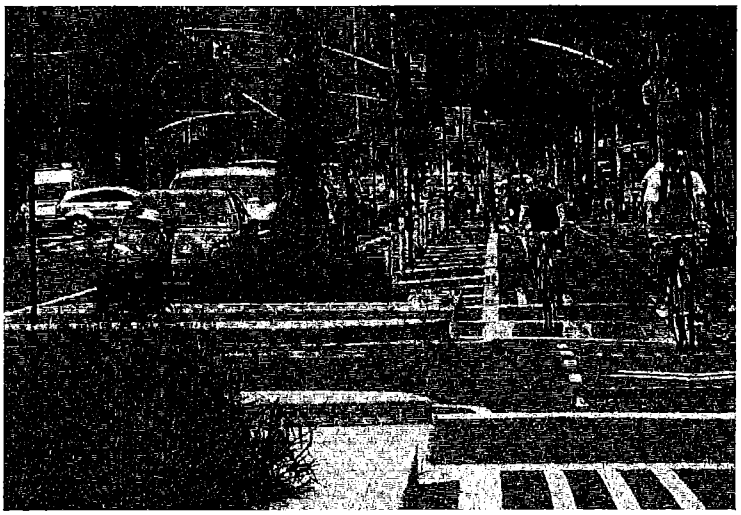
5.0 Right of Way Principles and Design Guidelines

Right of Way Principles

- Create a walkable compact pedestrian friendly transit-oriented community.
- Connect to city public transit.
- Provide safe clear bicycle ways.
- Design US 41 as a green, walkable Chicago boulevard.
- Create a street grid that connects the community to and provides direct access to the lakefront.
- Design green streets.

General Right of Way Design Guidelines

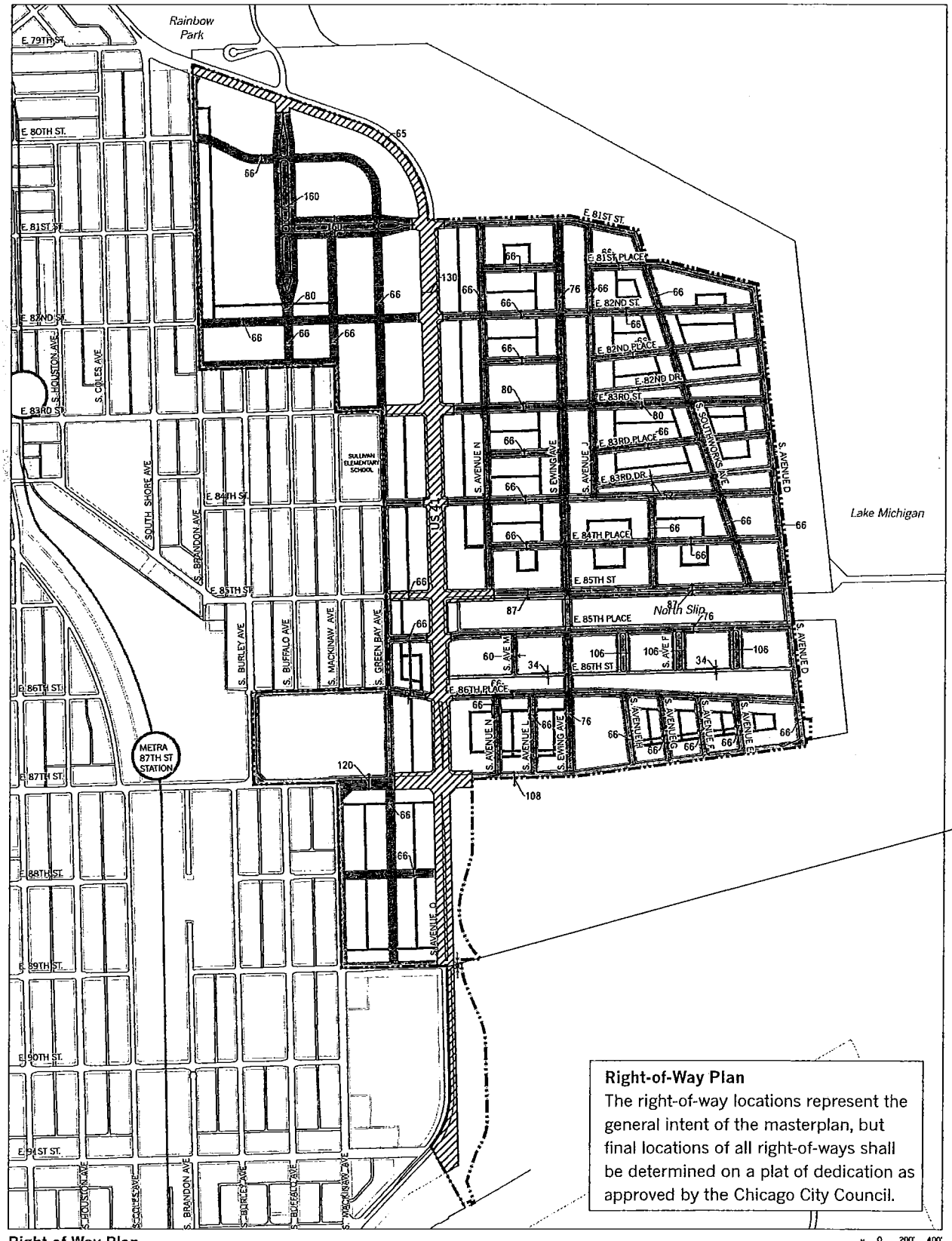
A roadway hierarchy will be created that is consistent with City of Chicago standards and will be designed to effectively distribute traffic to, from, and within Lakeside. Each street is designed to its expected role in the traffic network. Lane widths are designed to produce a better pedestrian environment at safe speeds without detrimental effect on traffic capacity. To enhance walkability, streets are designed with wide landscaped parkways wherever possible. Right of way widths are generally consistent with City of Chicago standards but are subject to City Council approval.



All street designs must be in accordance with the CDOT Street and Site Plan Design Standards and follow the principles and practices of a Complete Streets design approach.

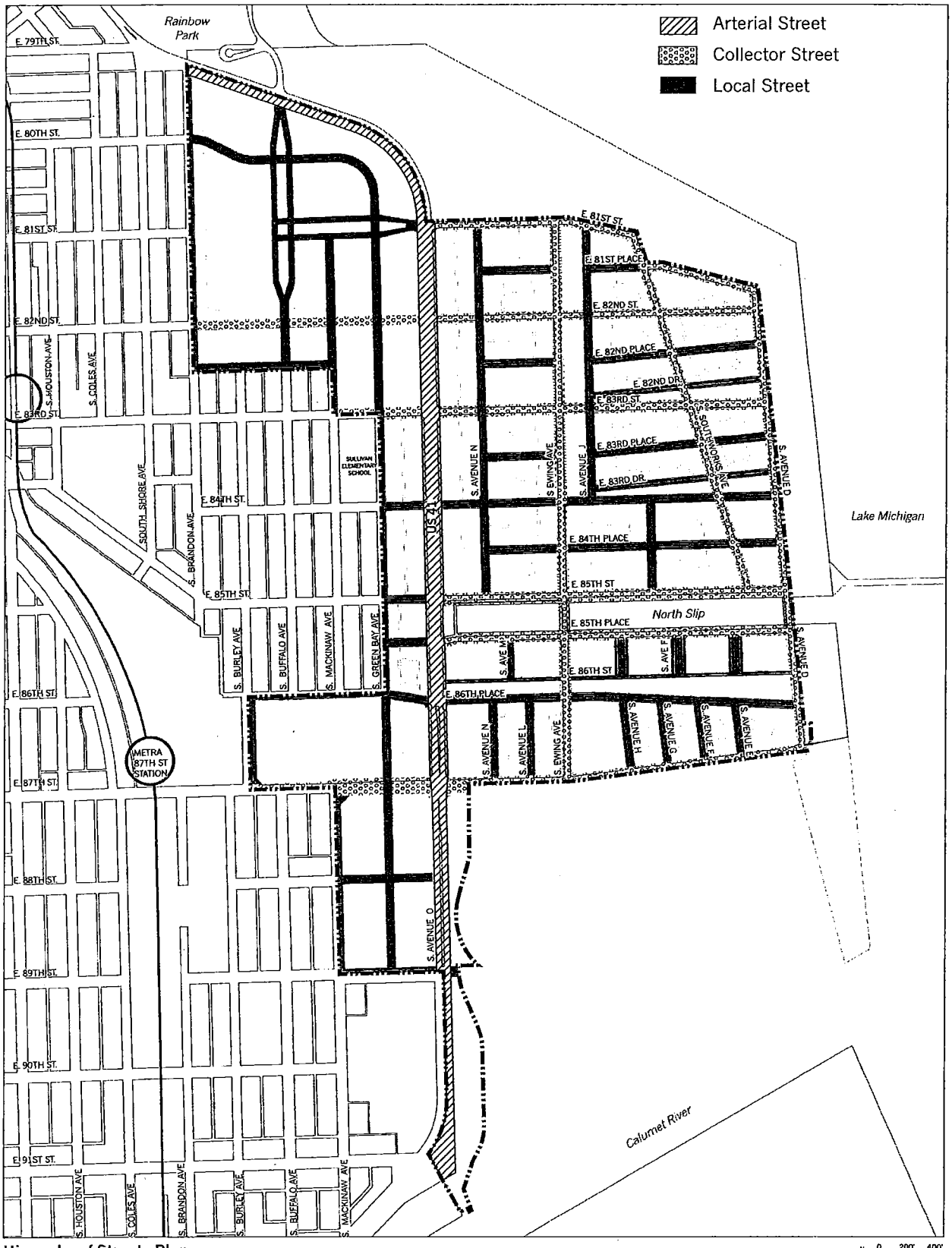
All sidewalk widths shown are minimums and may be increased as determined by Chicago Department of Transportation based on more detailed information about proposed land uses and projected pedestrian volumes and activity.

5.1 Right of Way Plan



Right of Way Plan

5.2 Hierarchy of Streets



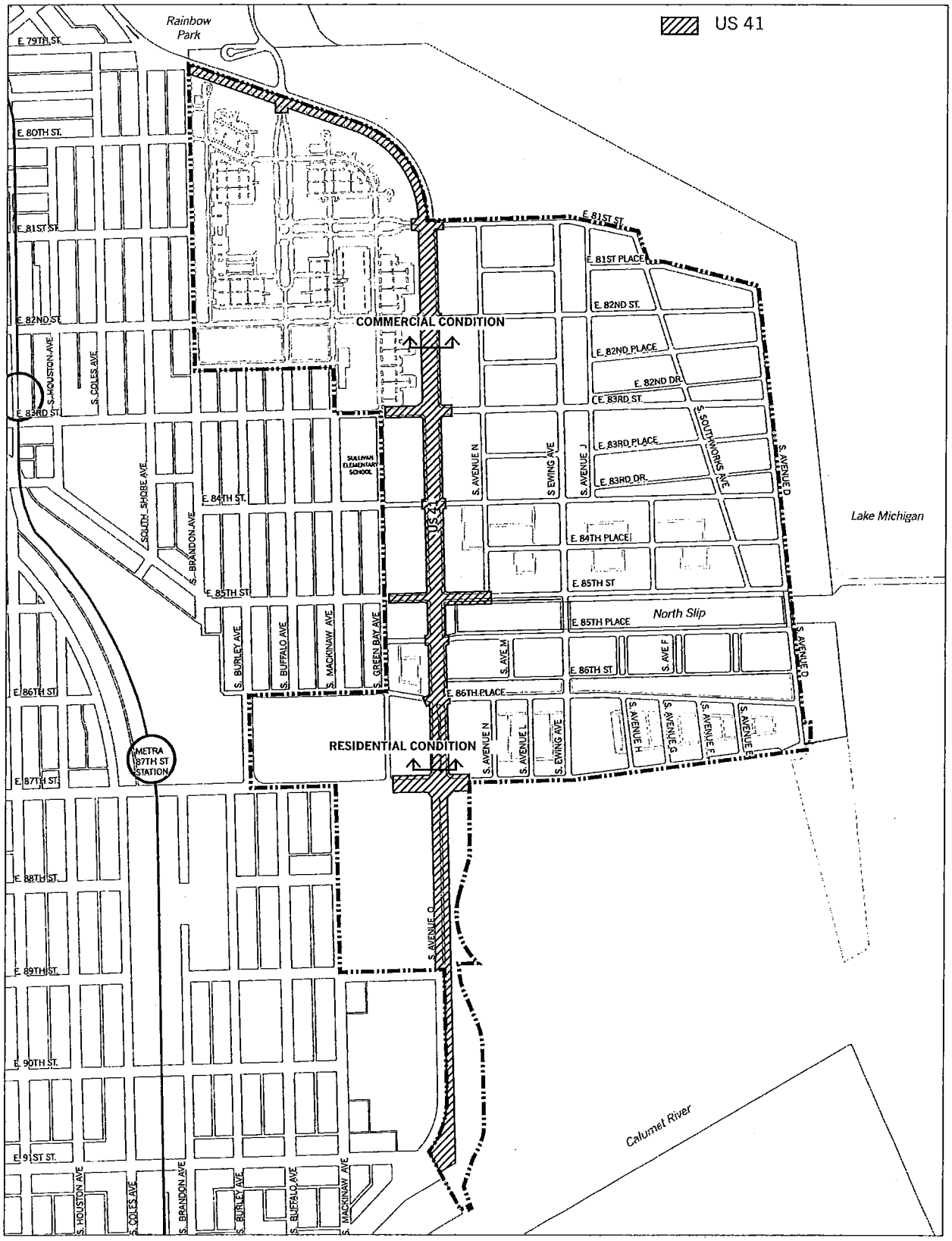
Hierarchy of Streets Plan

5.3 Right of Way Widths

US 41
Streets
Alleys
Right-of-Way Widths
The right-of-way widths represent the general intent of the masterplan, but final widths of all right-of-ways shall be determined on a plat of dedication as approved by the Chicago City Council.

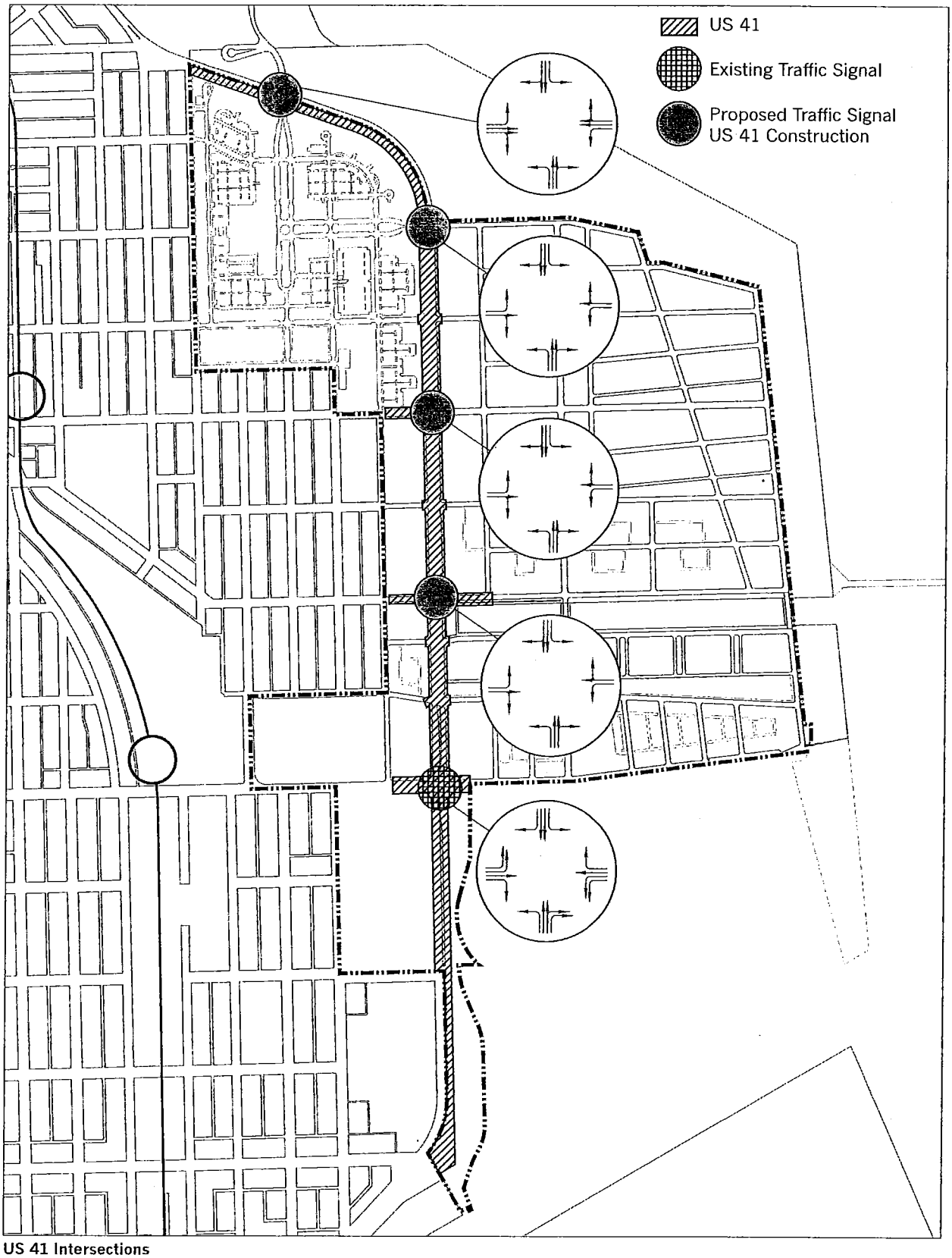
Right of Way Widths Plan

5.4 US 41



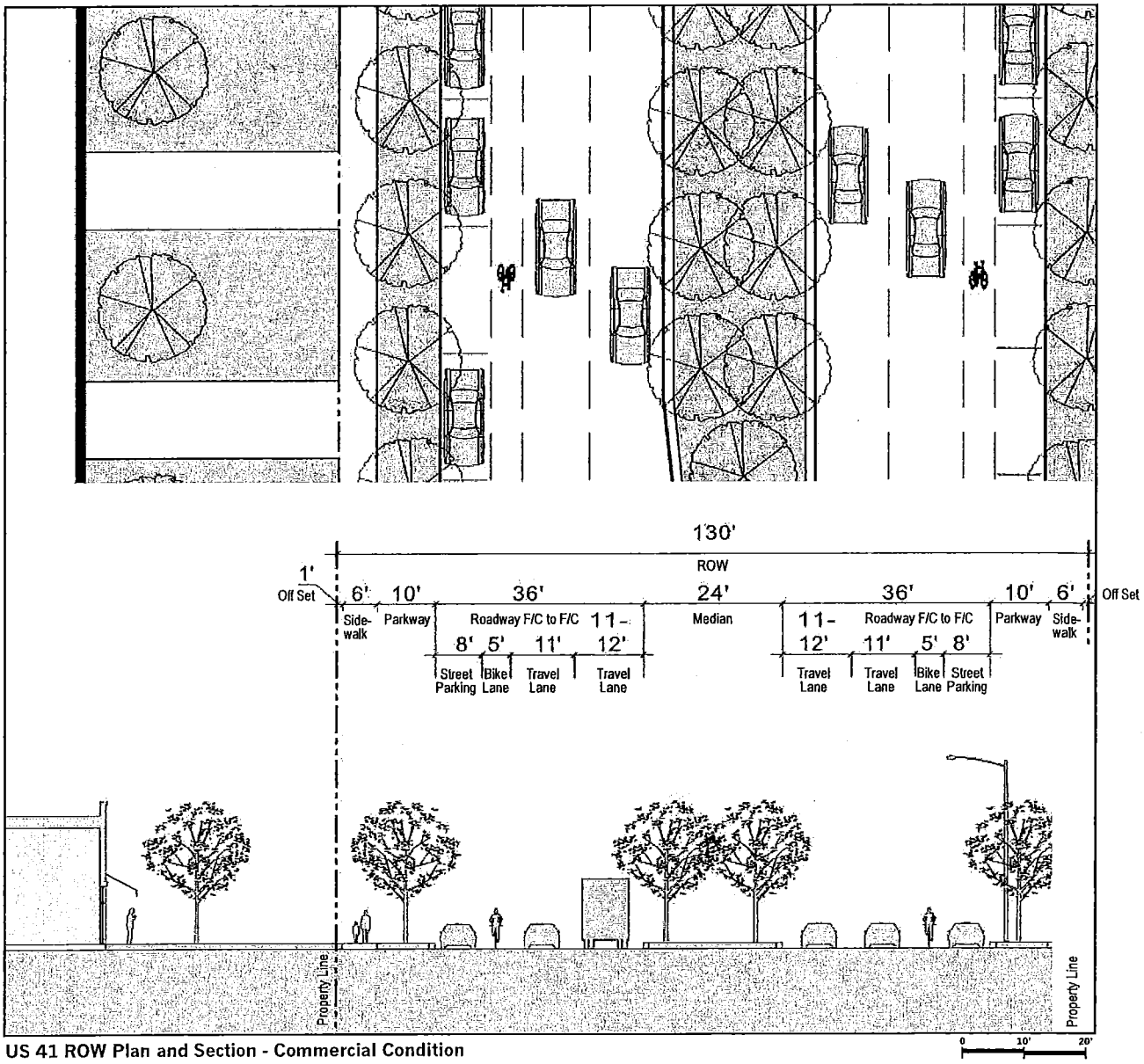
US 41 Right-of-Way

5.4 US 41 Intersections



US 41 Intersections

5.4 US 41 Plan and Section – Commercial Condition



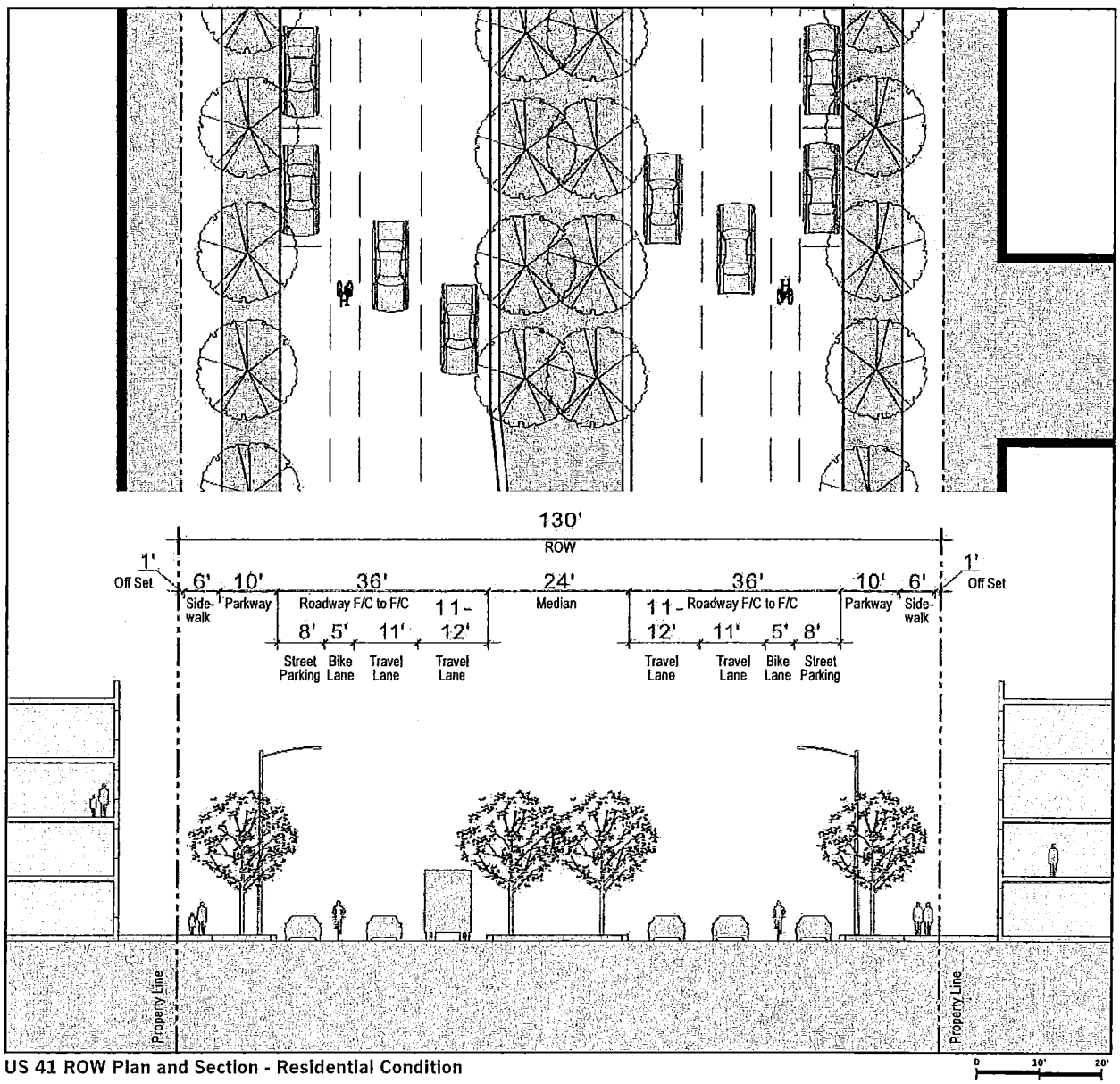
US 41 ROW Plan and Section - Commercial Condition

Street Type	Arterial Street
R.O.W Width	130'
Roadway Width	36' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	11' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	8'
Parkway Width	10'
Median Width	24'
Sidewalk Width	6'
Bike Lanes	Yes

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

- North-South arterial boulevard with two travel lanes in each direction that runs through the site and connects the Chicago Loop along Lake Michigan to Indiana.
- Connects Lakeside's retail area to communities North and South of the site and to the residential communities within Lakeside.
- Designed to be a great Chicago Boulevard that is green and walkable.
- On street parallel parking will be metered at commercial areas.
- Dedicated bike lanes on each side of the street connect to lake shore bike routes.
- Designed to carry future CTA busways.
- Tree-lined parkways buffer buildings from roadway.
- Planted and landscaped median.

5.4 US 41 Plan and Section – Residential Condition



US 41 ROW Plan and Section - Residential Condition

Street Type	Arterial Street
R.O.W Width	130'
Roadway Width	36' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	11' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	8'
Parkway Width	10'
Median Width	24'
Sidewalk Width	6'
Bike Lanes	Yes

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

- North-South arterial boulevard with two travel lanes in each direction that runs through the site and connects the Chicago Loop along Lake Michigan to Indiana.
- Connects Lakeside to communities North and South of the site and to the residential communities within Lakeside.
- Designed to be a great Chicago Boulevard that is green and walkable.
- On street parallel parking will be metered at commercial areas.
- Dedicated bike lanes on each side of the street connect to lake shore bike routes.
- Designed to carry future CTA busways.
- Tree-lined parkways buffer buildings from roadway.
- Planted and landscaped median.

5.5 87TH Street

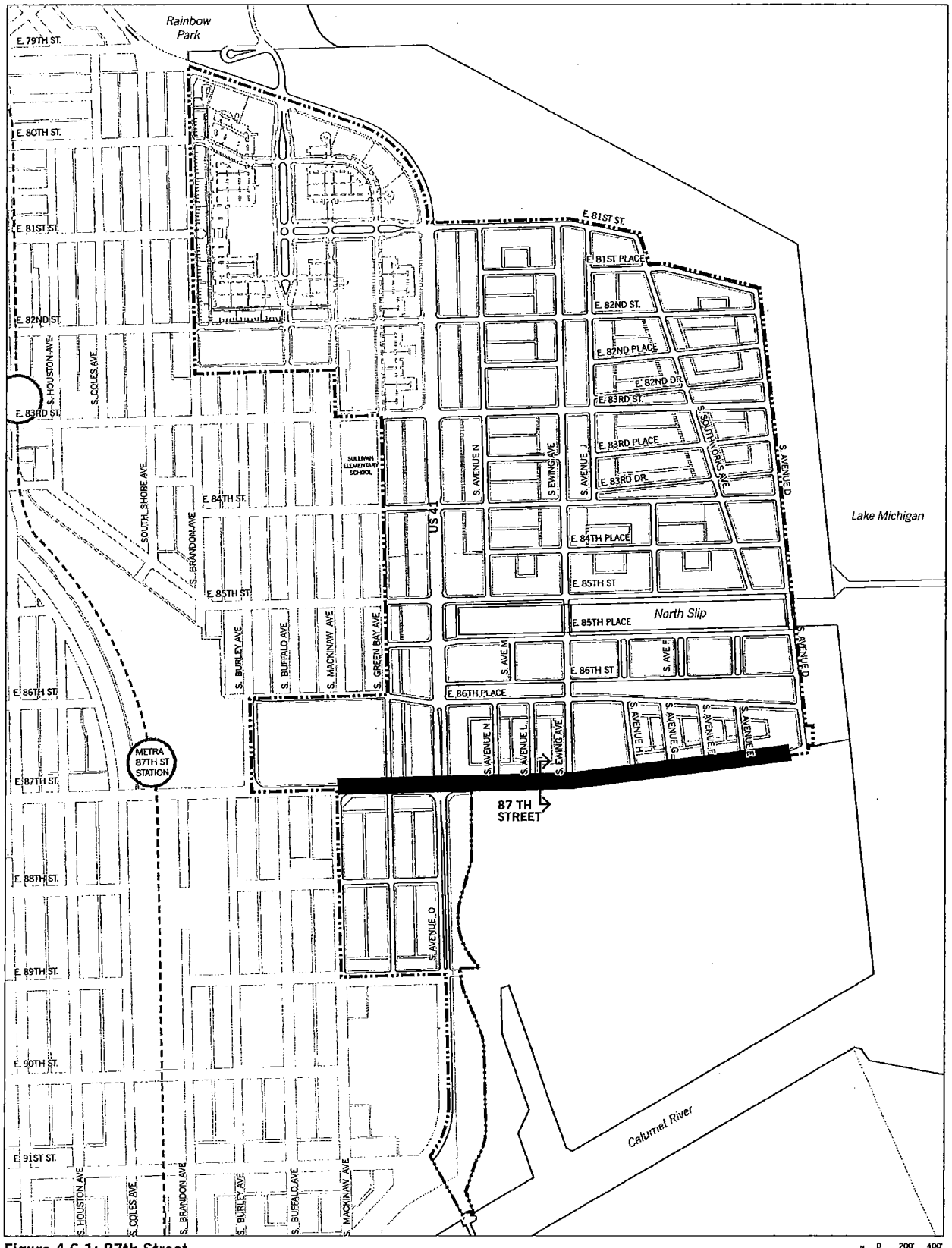
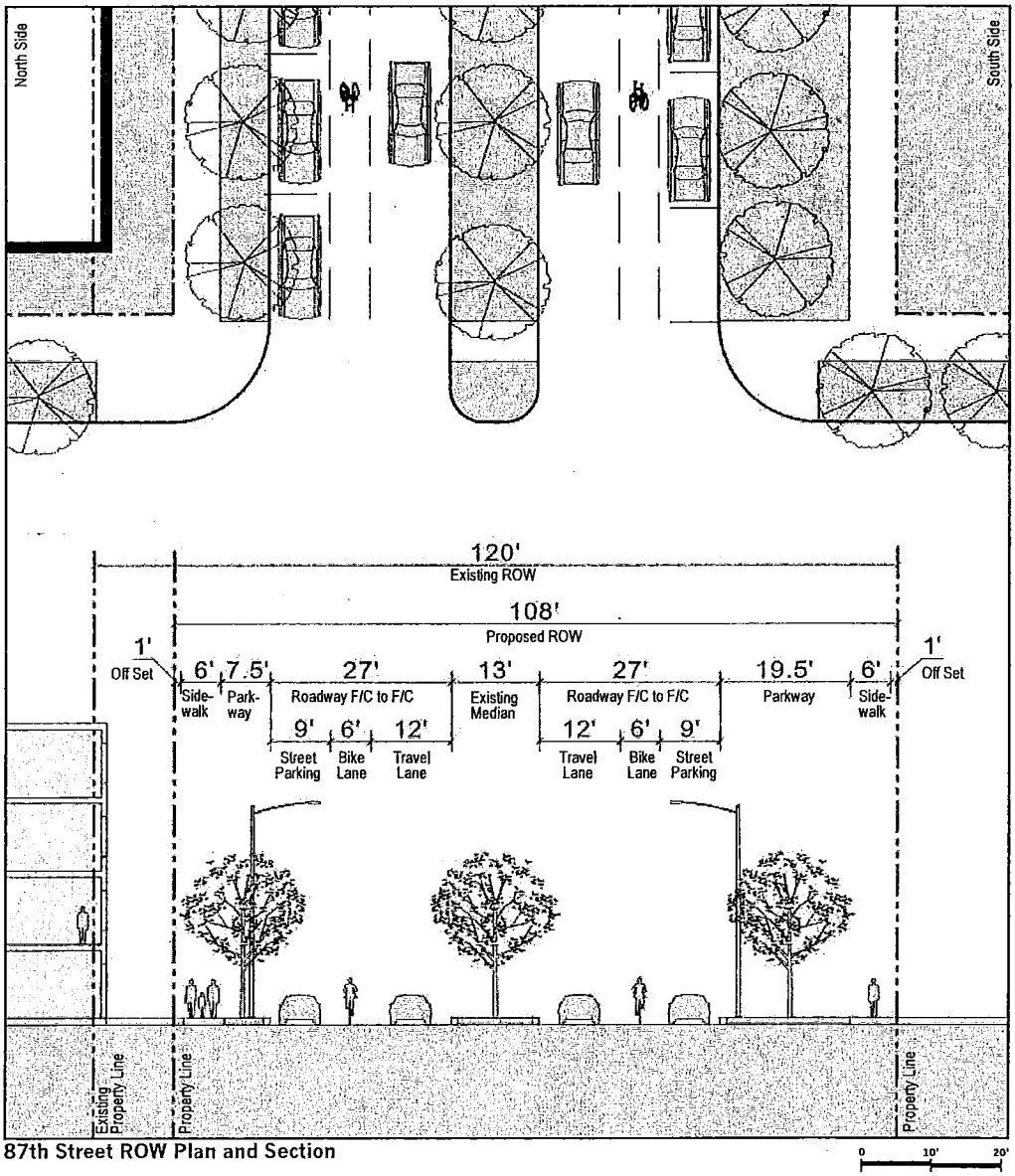


Figure 4.6.1: 87th Street

5.5 87TH Street Plan and Section



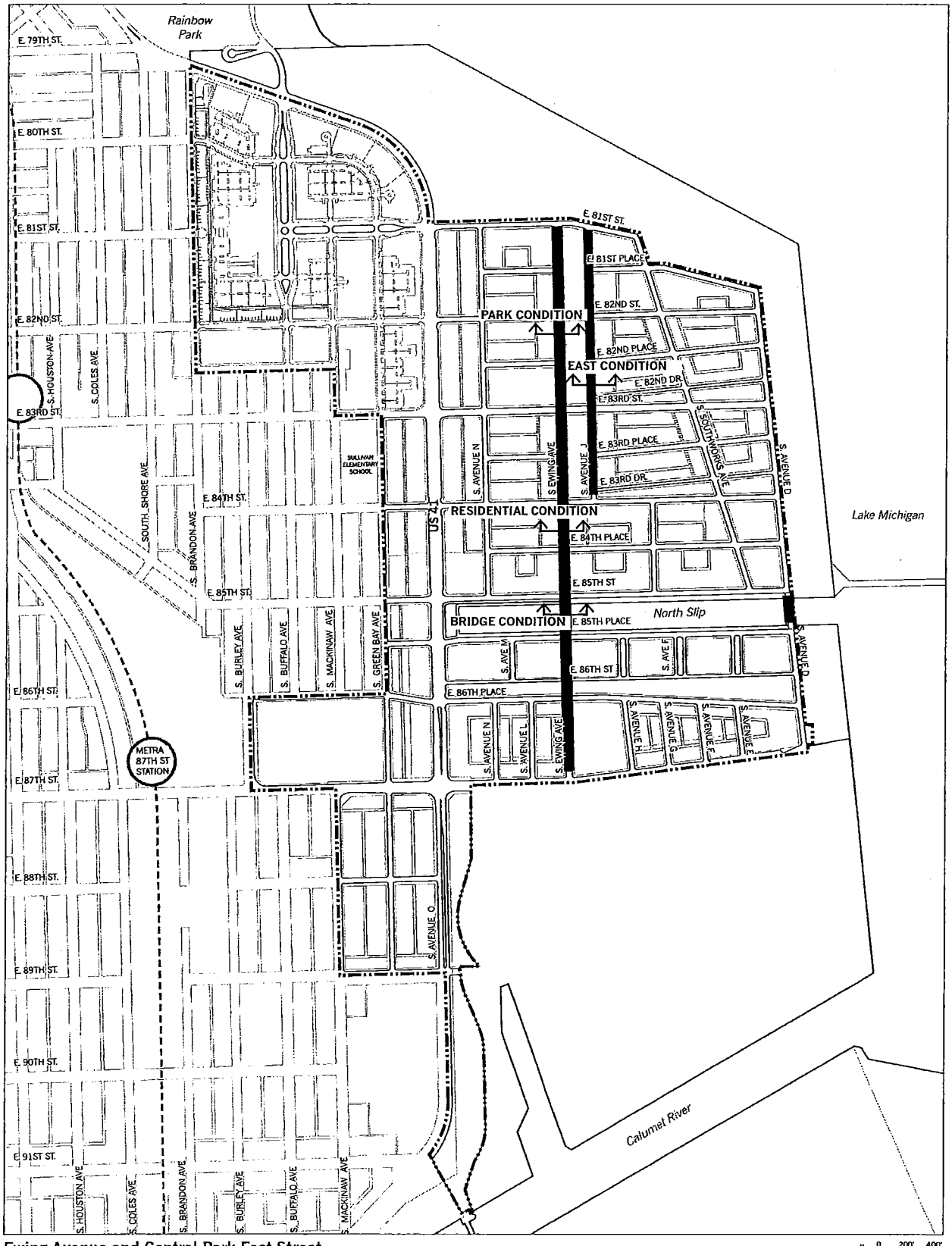
87th Street ROW Plan and Section

Street Type	Local Street
R.O.W Width	108'
Roadway Width	27' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	12' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	9'
Parkway Width	7.5' Min
Median Width	13'
Sidewalk Width	6'
Bike Lanes	Yes

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

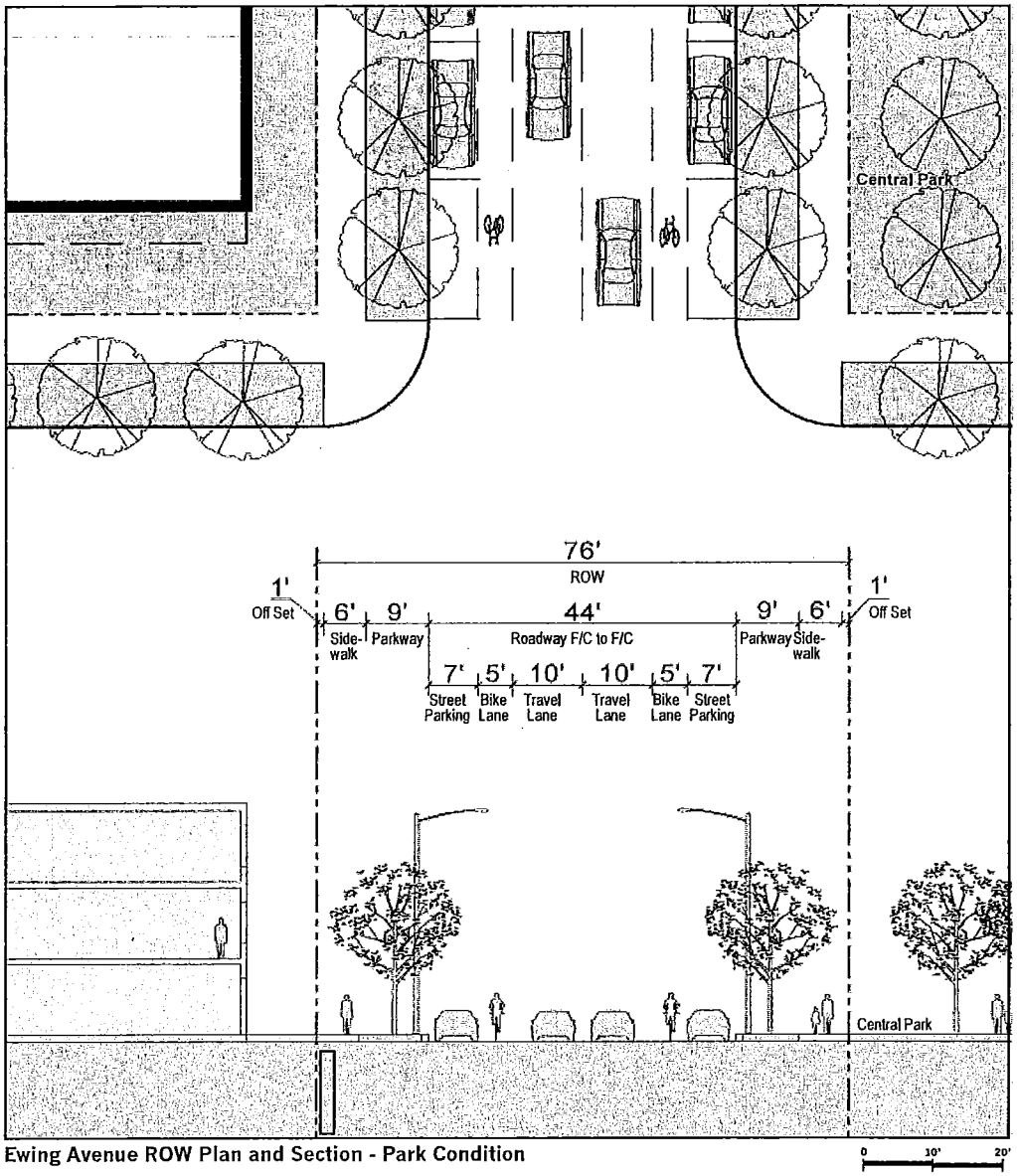
- Existing local street to be upgraded with 1 travel lane and 1 bike lane in each direction and 1 parallel parking lane on each side of the street.
- Connects the South Chicago community to the lakefront
- Connects the Lakeside community to the 87th street METRA stop.
- Dedicated 6 ft bike lanes to be provided on both sides of the street.
- Median to be planted with trees.
- Existing bike path relocated to street and ROW adjusted accordingly.

5.6 Ewing Avenue and Central Park East Street



Ewing Avenue and Central Park East Street

5.6 Ewing Avenue Plan and Section – Park Condition



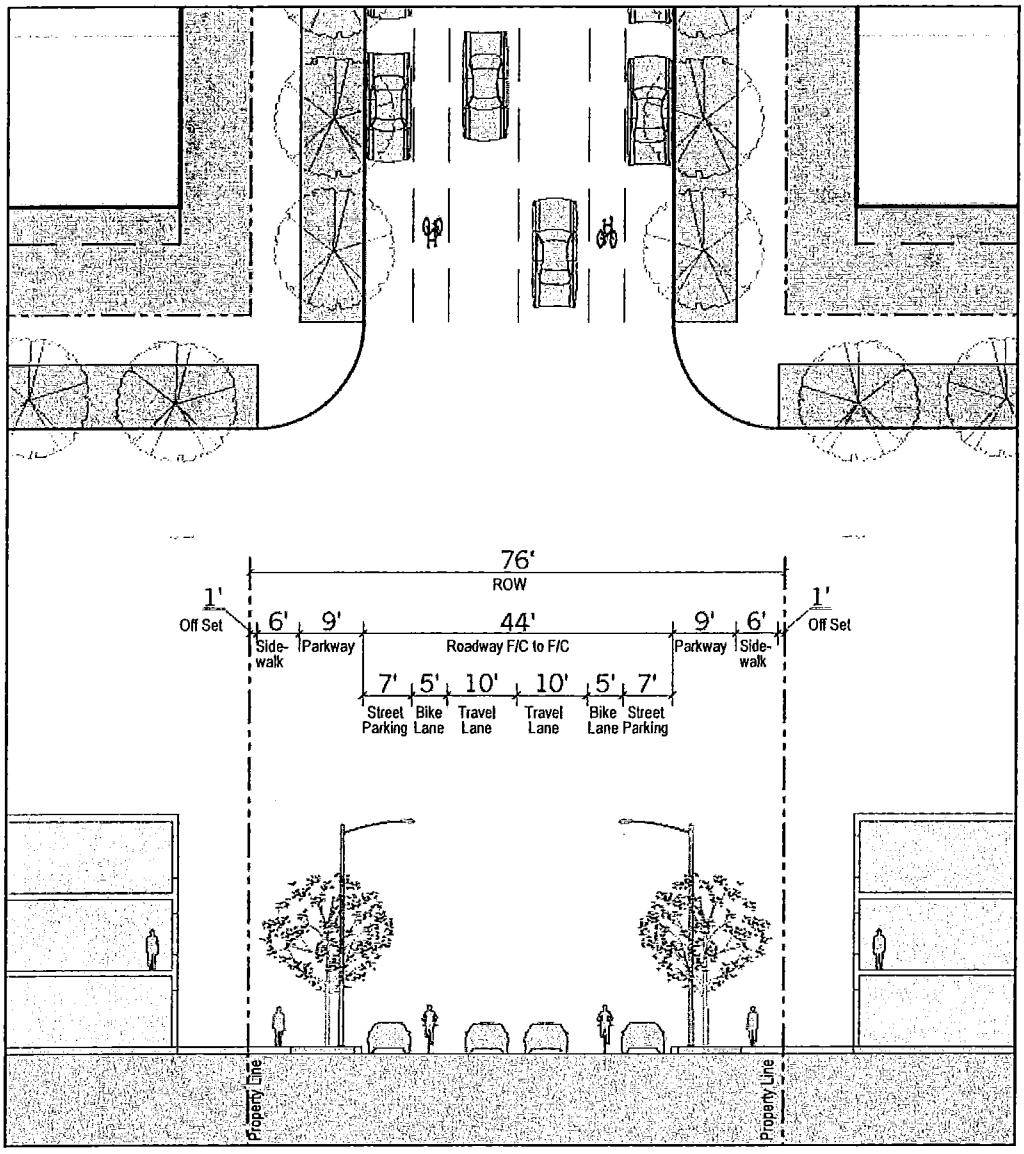
Ewing Avenue ROW Plan and Section - Park Condition

Street Type	Collector Street
R.O.W Width	61'
Roadway Width	44' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	10' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	7'
Parkway Width	9'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	Yes

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

- Main collector street running from Lakeside's Northern edge into Lakeside's Southern areas.
- Crosses the North Slip and runs along the Central Park open space.
- Parallel parking lanes on both sides of the street.
- Sidewalk and tree-lined parkway buffer along both sides of the street.
- Dedicated 5 ft bike lanes to be provided on both sides of street.

5.6 Ewing Avenue Plan and Section – Residential Condition

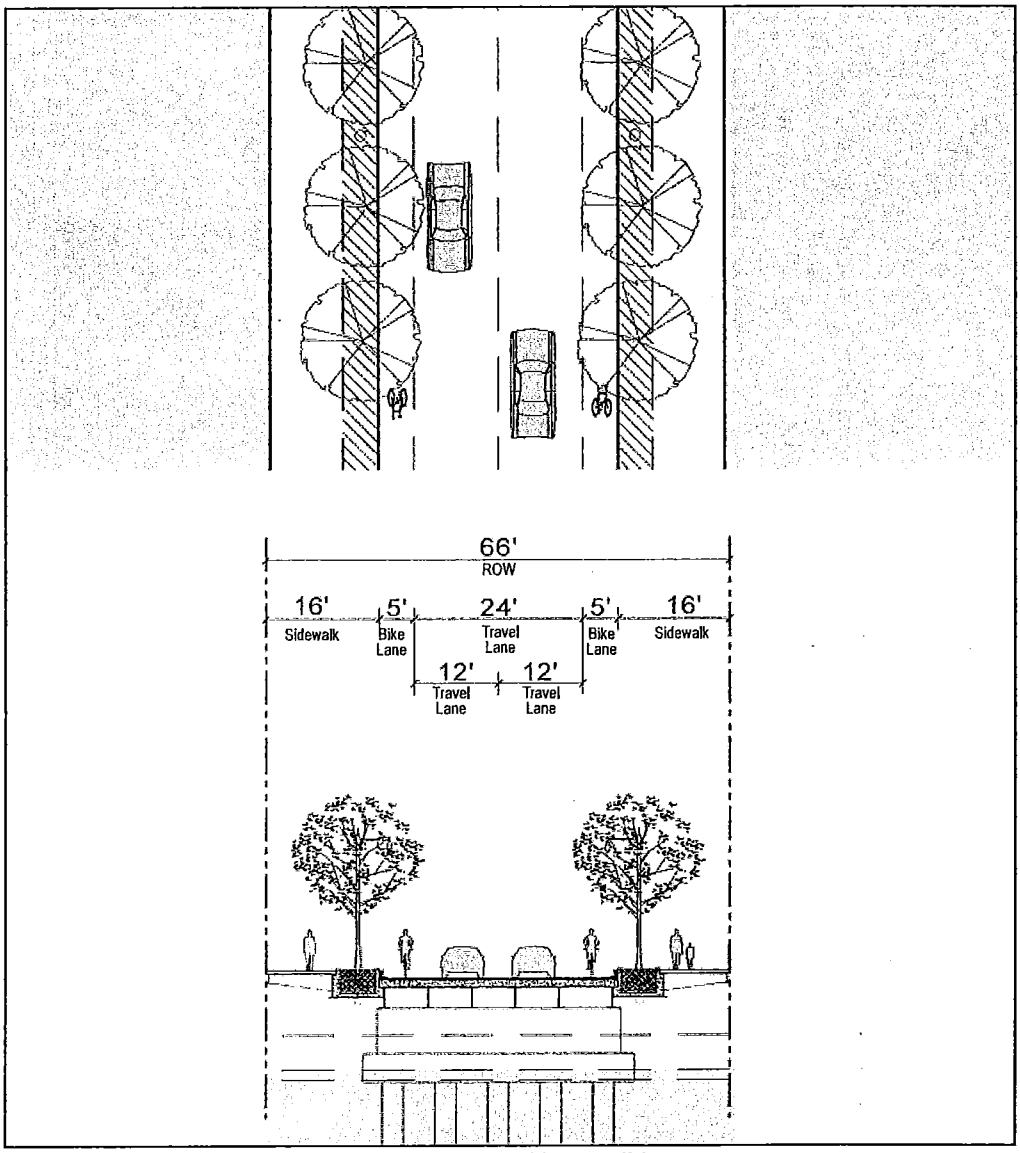


Ewing Avenue ROW Plan and Section - Residential Condition

Street Type	Collector Street
R.O.W Width	76'
Roadway Width	44' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	10' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	7'
Parkway Width	9'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	Yes

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

5.6 Ewing Avenue Plan and Section – Bridge Condition

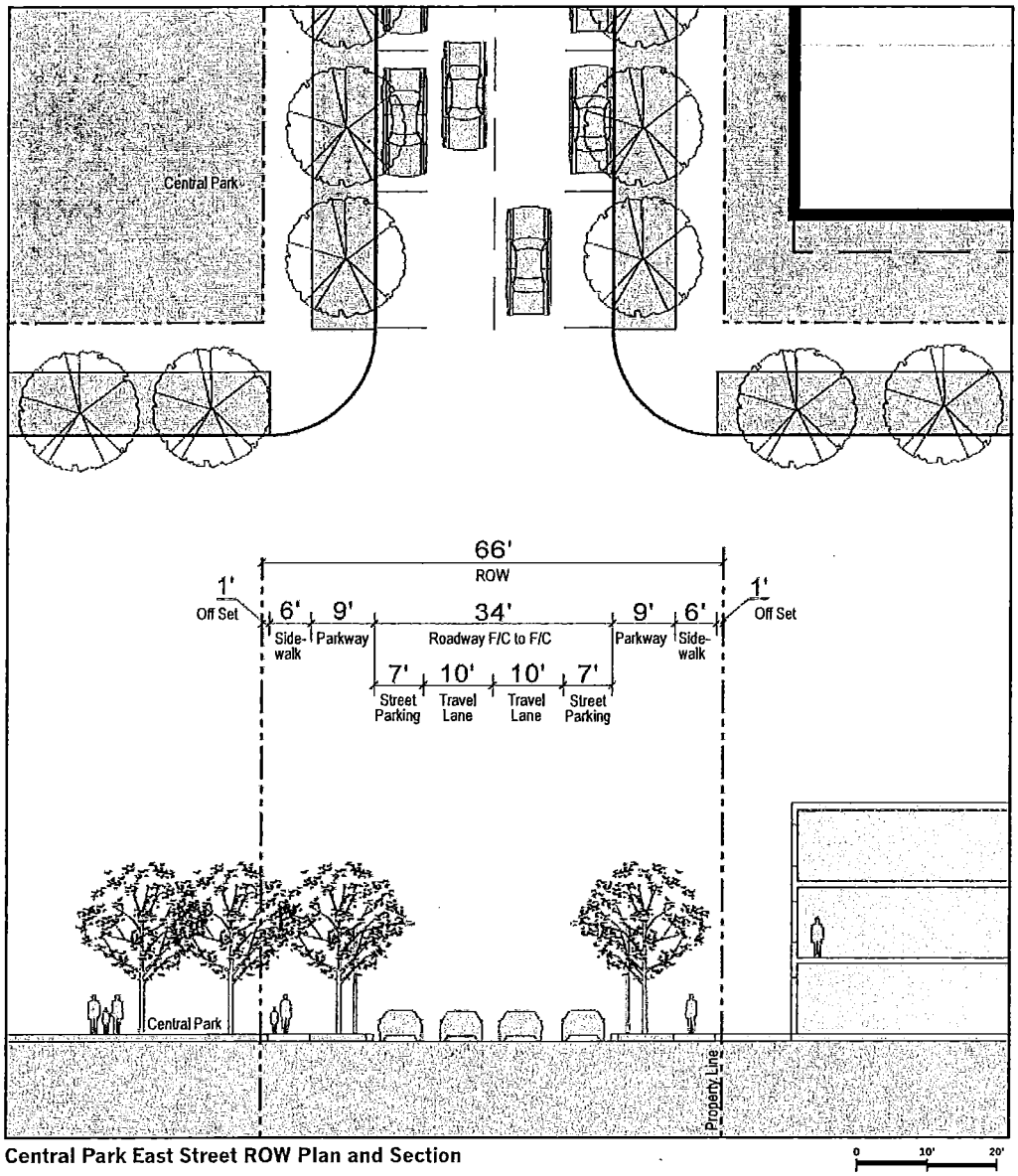


Ewing Avenue & Avenue D ROW Plan and Section - Bridge Condition

Street Type	Collector Street
R.O.W Width	66'
Roadway Width	24' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	12' Min
Parking Lanes	No
Parking Lane Width	N/A
Parkway Width	N/A
Median Width	N/A
Sidewalk Width	16'
Bike Lanes	Yes

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

5.6 Central Park East Street Plan and Section



Central Park East Street ROW Plan and Section

Street Type	Local Street
R.O.W Width	66'
Roadway Width	34' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	10' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	7'
Parkway Width	9'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	No

- Local street that defines the Eastern boundary of the Central Park and connects the blocks East of the Central Park to each other and to the local finger parks.
- Parallel parking on both sides of the street.
- Sidewalk and tree-lined parkway buffer along both sides of the street.
- Street lighting provided.

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

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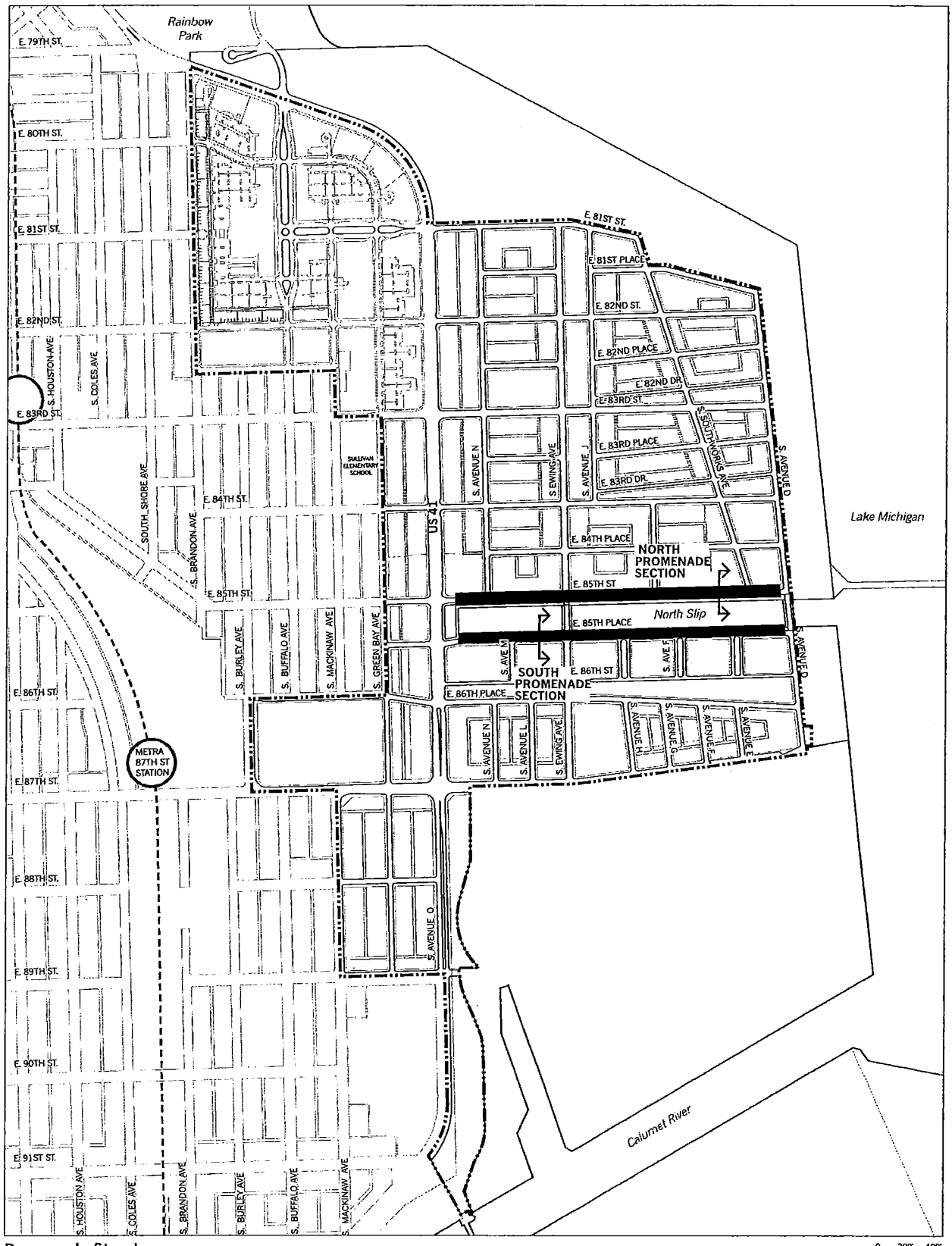
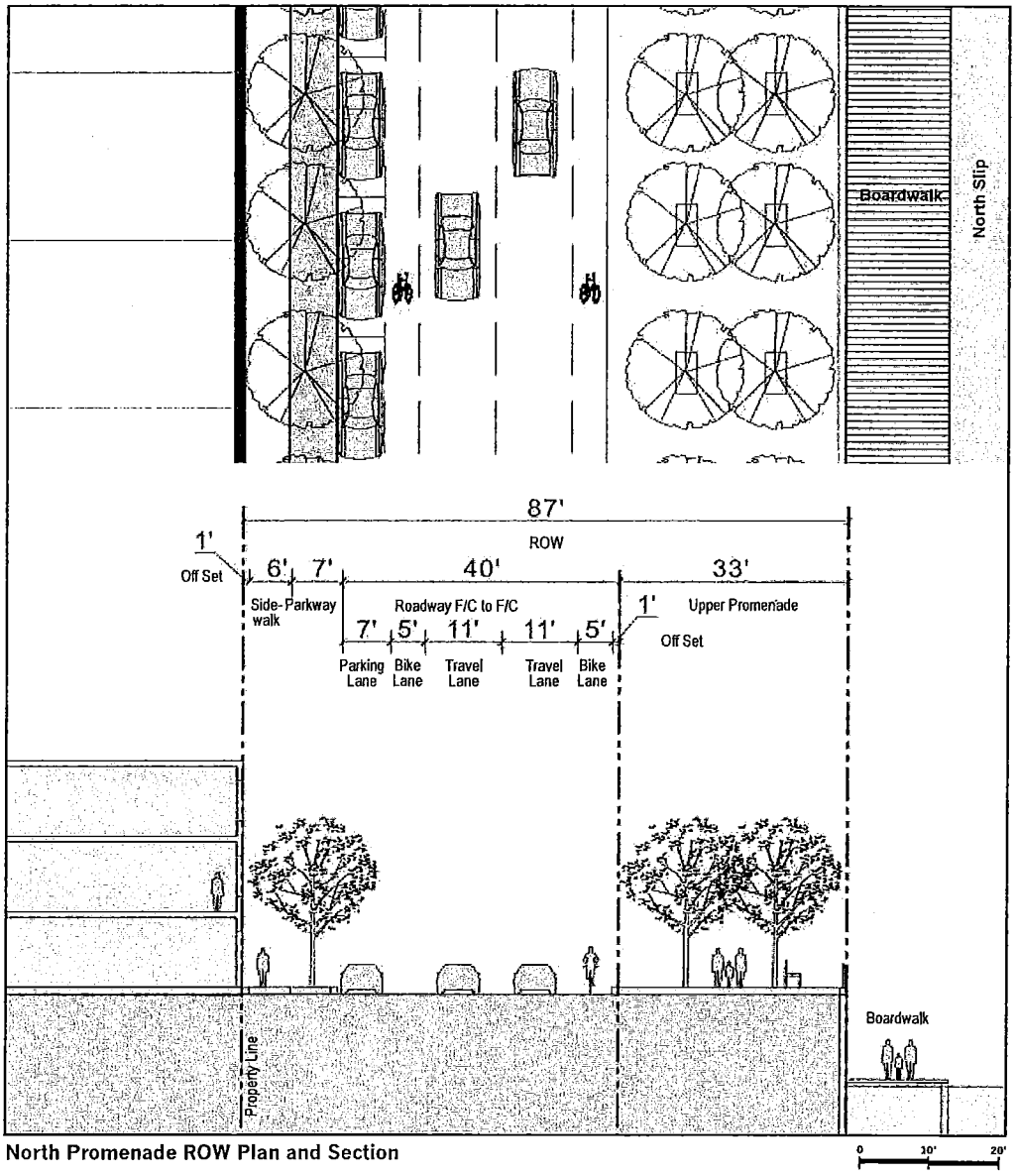
5.7 Promenade Streets



Promenade Streets

5.7 North Promenade Plan and Section



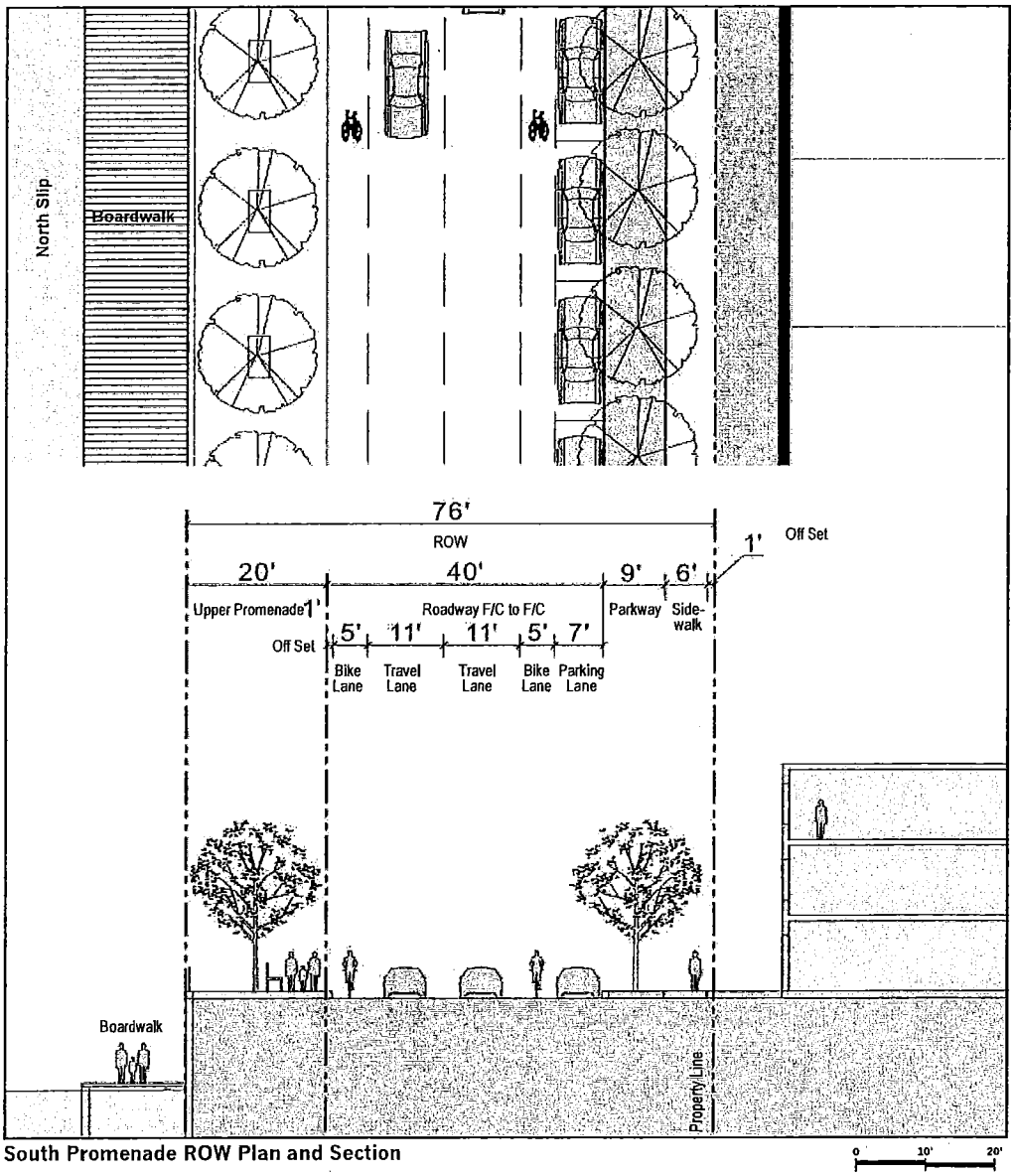
North Promenade ROW Plan and Section

Street Type	Collector Street
R.O.W Width	87'
Roadway Width	40' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	11' Min
Parking Lanes	Parallel One Side
Parking Lane Width	7'
Parkway Width	7'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	Yes

- Lakeside's primary public space that will be a public amenity for dining, retail, and living along the North Slip.
- Two way collector street with single transit lanes that gives the South Chicago community access to the lakefront.
- Multilevel pedestrian tree-lined parkway promenade with street furniture, retail kiosks, and outdoor dinning at street grade and a boardwalk promenade at water level.
- Boat docking along both sides of the slip.
- Metered parallel parking adjacent to buildings.
- Dedicated bike lane on both sides of the street.

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

5.7 South Promenade Plan and Section



South Promenade ROW Plan and Section

Street Type	Collector Street
R.O.W Width	76'
Roadway Width	40' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	11' Min
Parking Lanes	Parallel One Side
Parking Lane Width	7'
Parkway Width	9'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	Yes

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

- Lakeside's primary public space that will be a public amenity for dinning, retail, and living along the North Slip.
- Two way collector street with single transit lanes that gives the South Chicago community access to the lakefront.
- Multilevel pedestrian tree-lined parkway promenade with street furniture, retail kiosks, and outdoor dinning at street grade and a boardwalk promenade at water level.
- Boat docking along both sides of the slip.
- Metered parallel parking adjacent to buildings.
- Dedicated bike lane on both sides of the street.

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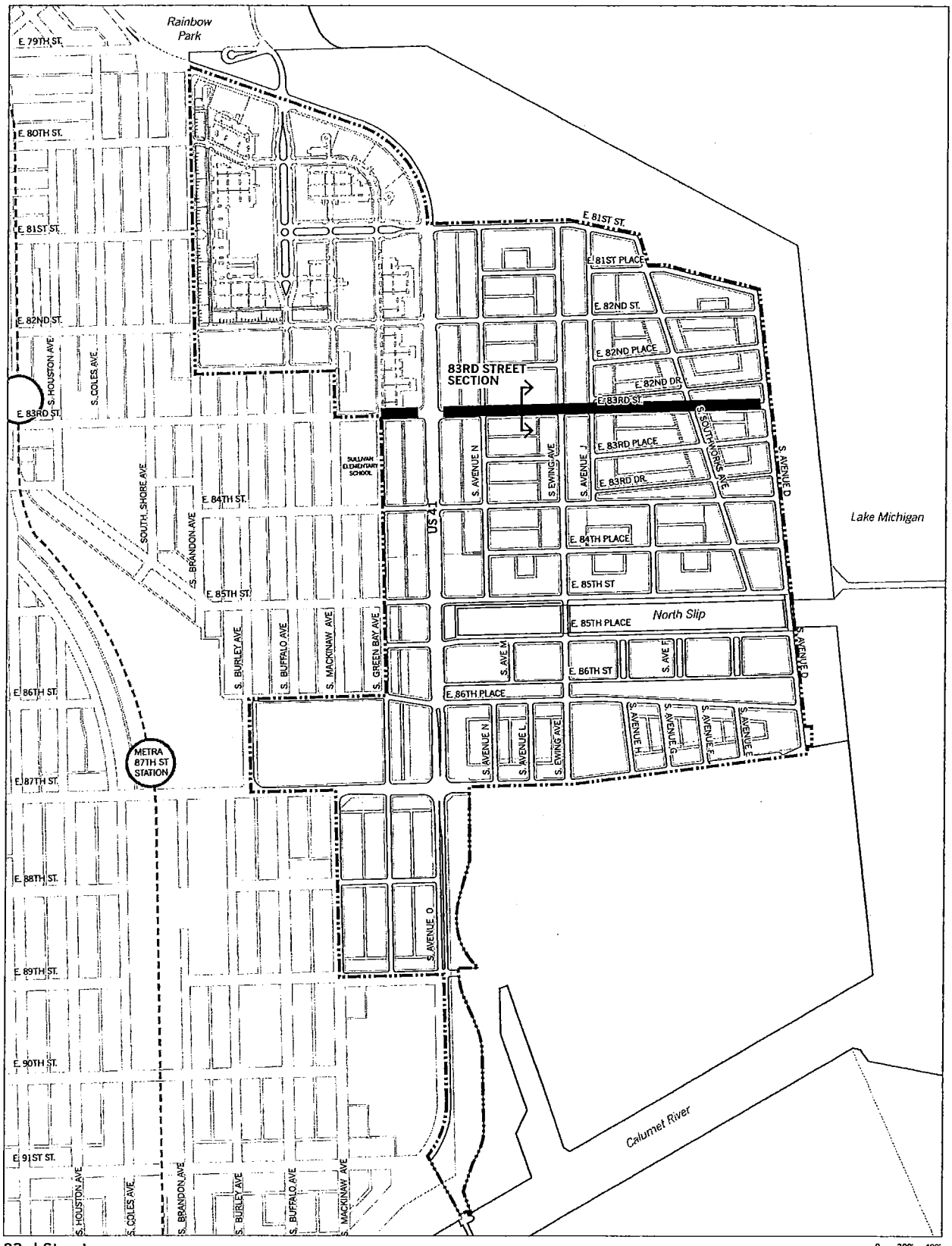
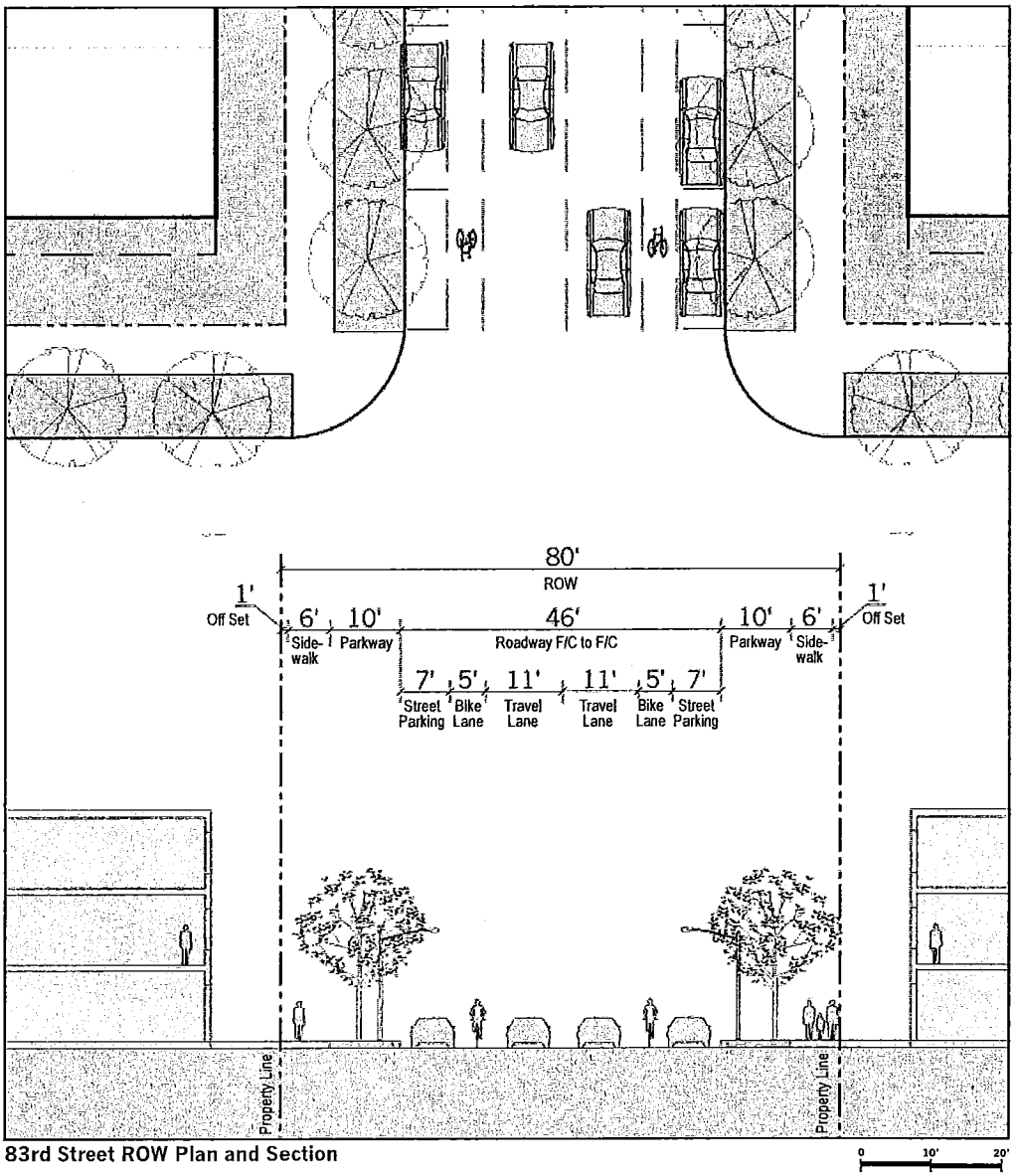
5.8 83RD Street



83rd Street

Chicago Lakeside Development, LLC

5.8 83RD Street Plan and Section



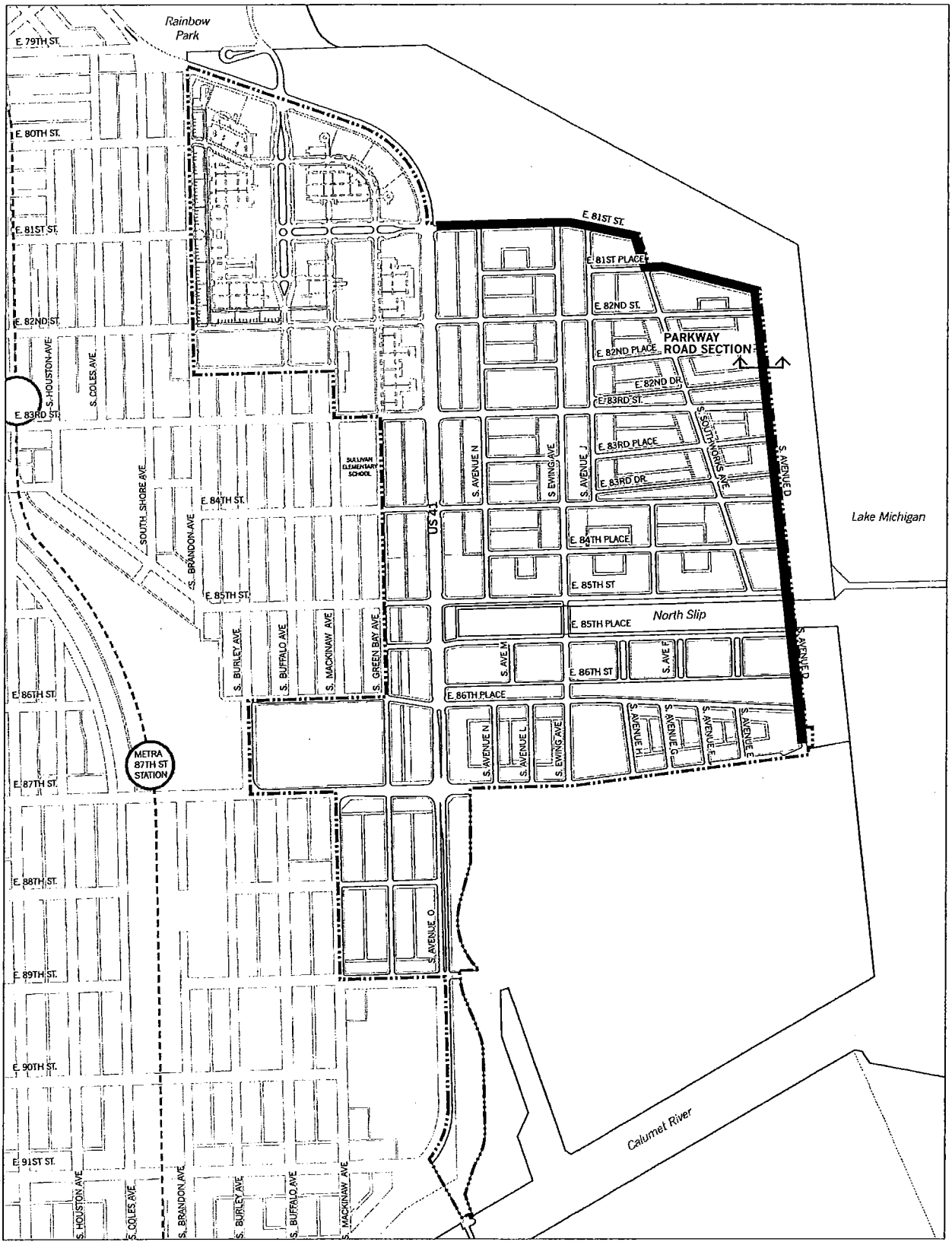
83rd Street ROW Plan and Section

Street Type	Collector Street
R.O.W Width	80'
Roadway Width	46' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	11' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	7'
Parkway Width	10'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	Yes

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

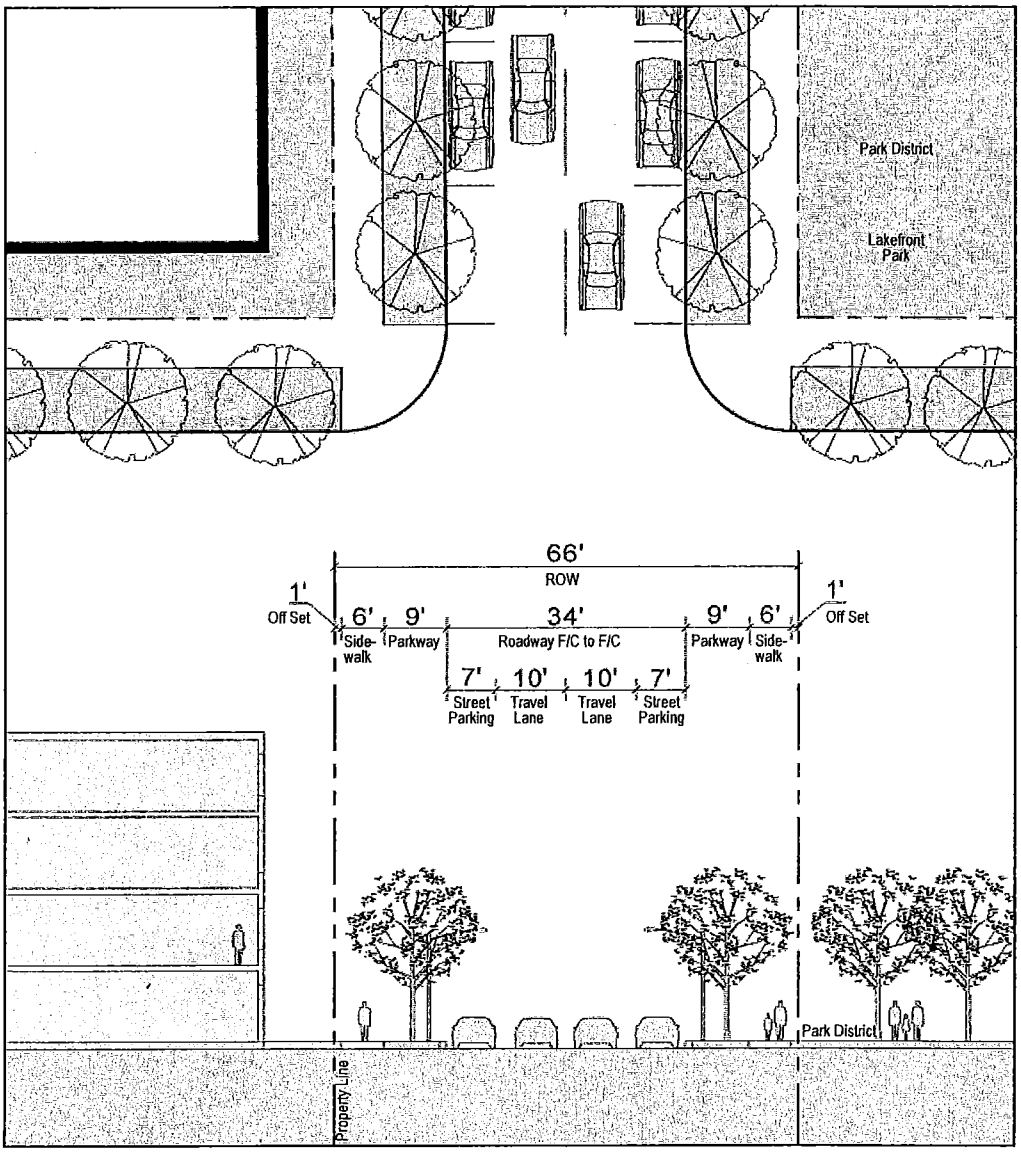
- Two way collector street that crosses US 41 and links Lakeside's Northern residential neighborhoods to the lakefront, the finger park, the Central Park, the 83rd street METRA transit stop, the Chicago Community to the west of the site, and the Sullivan Elementary School.
- 5 ft dedicated bike paths on both sides of the street.
- Parallel parking on both sides of the street.
- Planted tree-lined parkway buffer between sidewalks and roadways.

5.9 Parkway Road (East 81st Street and South Avenue D)



Parkway Road (East 81st Street and South Avenue D)

5.9 Parkway Road Plan and Section



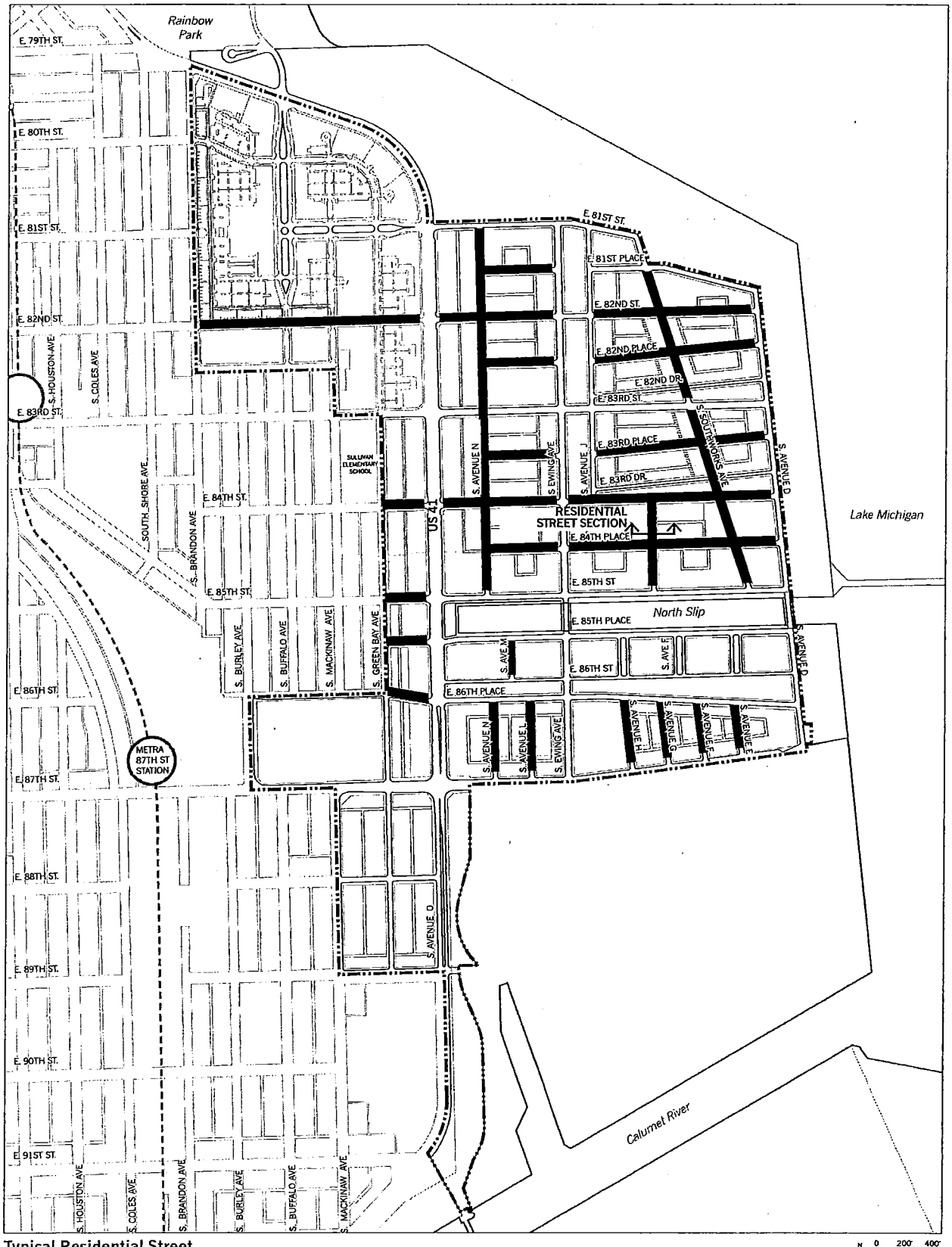
Parkway Road ROW Plan and Section

Street Type	Collector Street
R.O.W Width	66'
Roadway Width	34' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	10' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	7'
Parkway Width	9'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	No

- Residential street that defines the Northern, Eastern, boundary of Lakeside along Lakefront Park.
- Provides dramatic views through Lakeside Park to Lake Michigan and the Chicago skyline.
- North and South sides of slip connected by bridge.
- The Northern portion connects to the Eastern entrance of the retail area at 81st street.
- One travel lane in each direction with parallel parking on both sides of the street.
- Tree-lined parkway buffer between the sidewalk and buildings along the residential street edge.

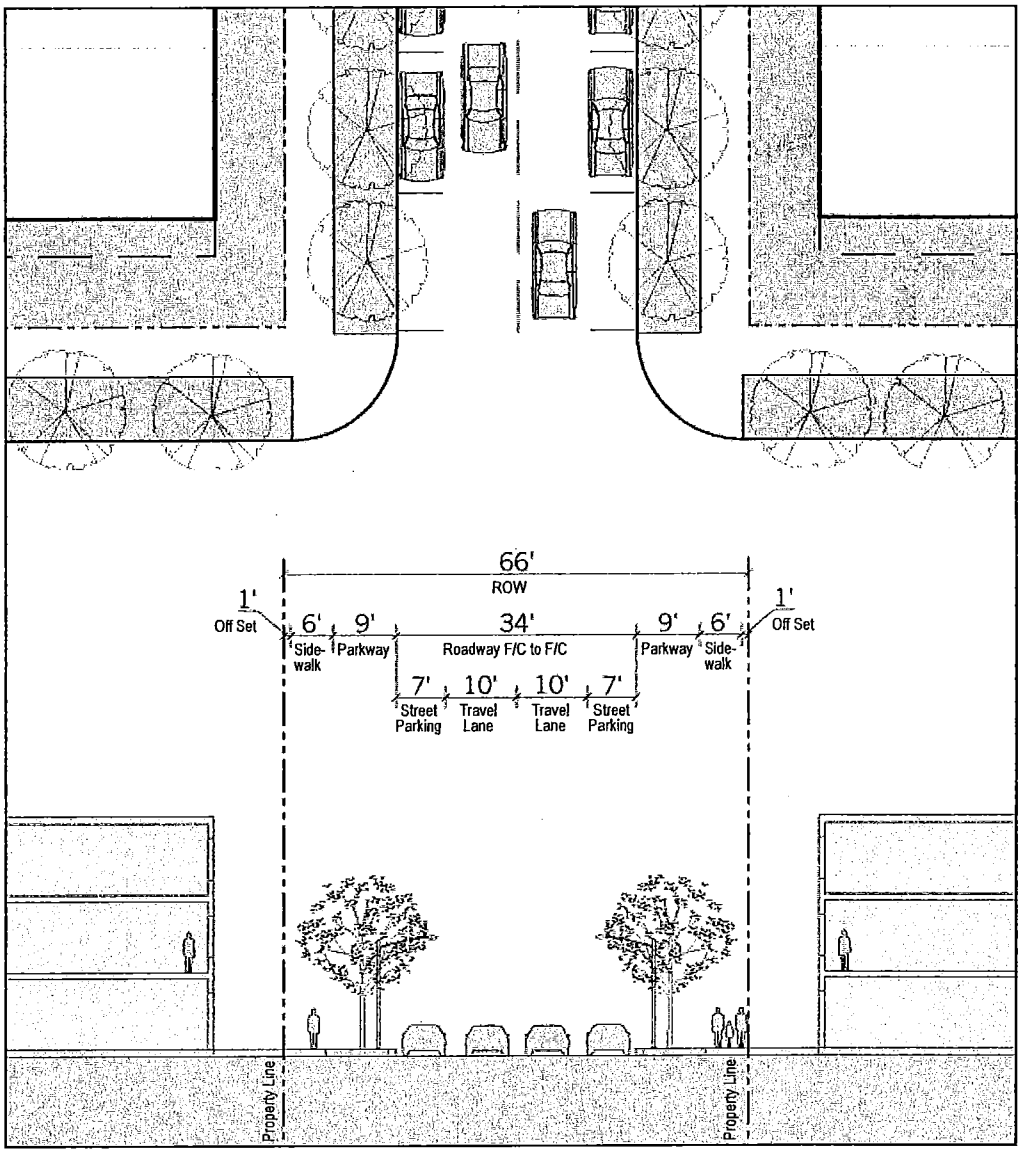
- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

5.10 Typical Residential Street



Typical Residential Street

5.10 Typical Residential Street Plan and Section



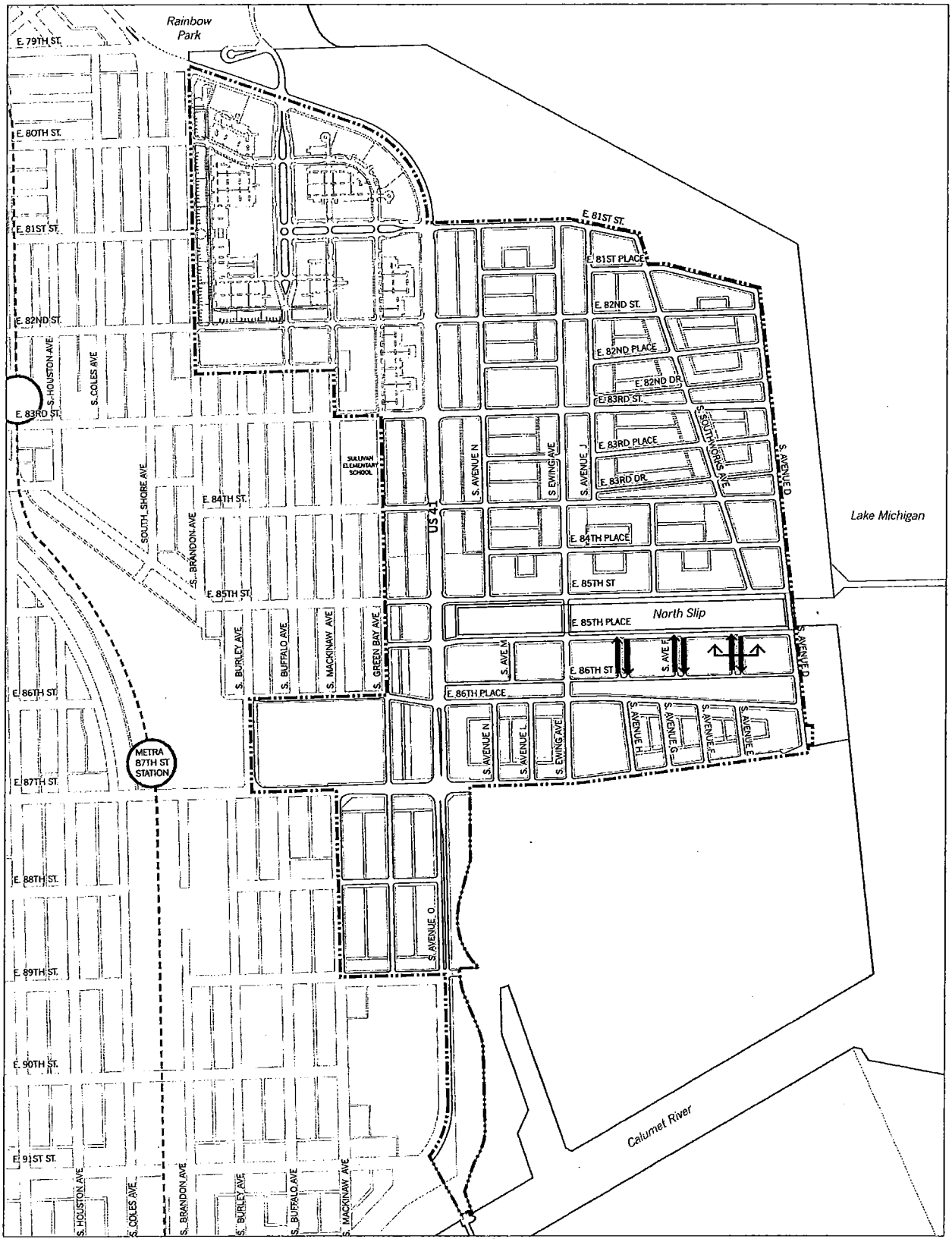
Typical Residential Street ROW Plan and Section

Street Type	Local Street
R.O.W Width	66'
Roadway Width	34' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	10' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	7'
Parkway Width	9'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	No

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

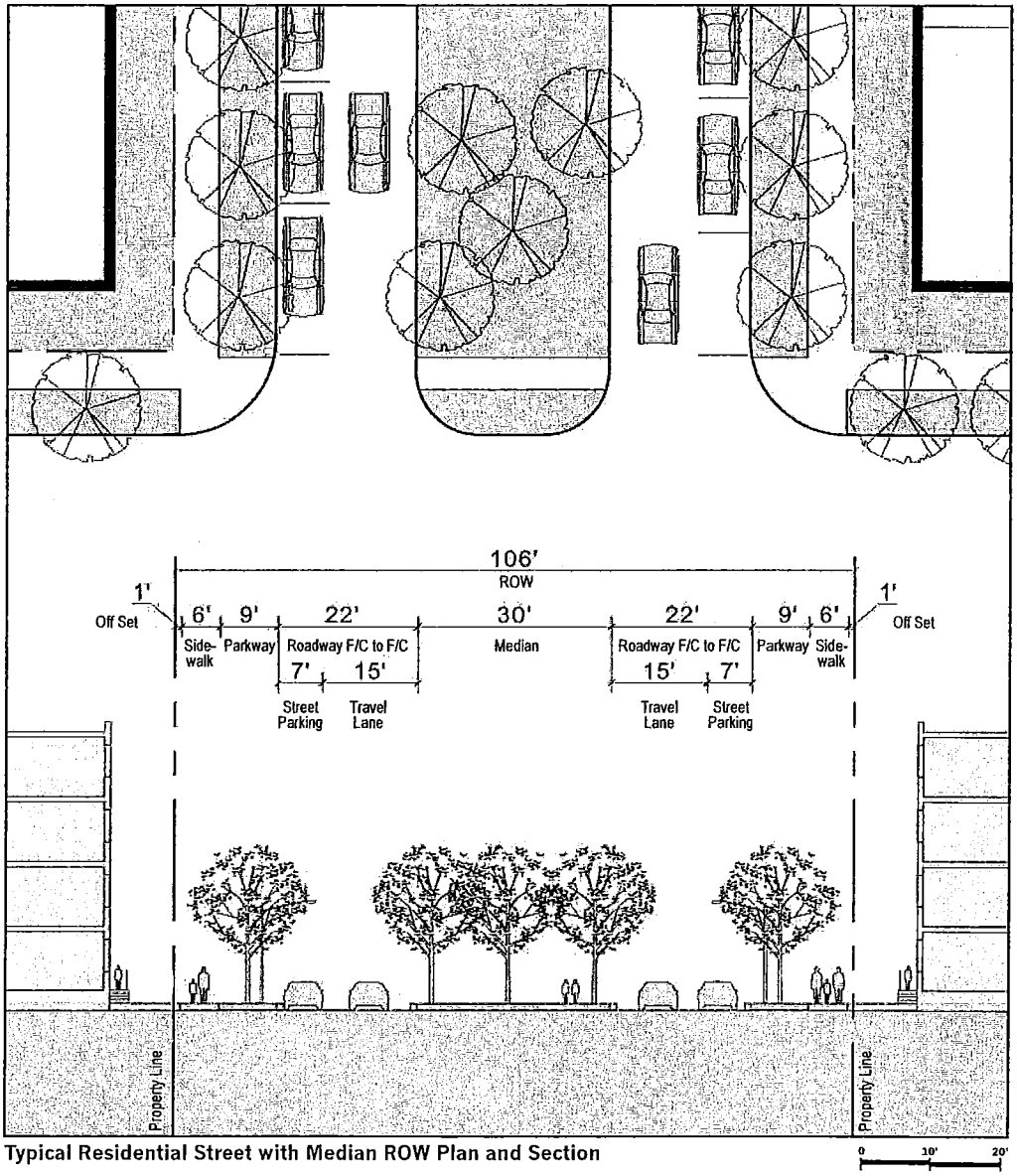
- Local street fronted by various residential building types and densities.
- One travel lane in each direction and parallel parking on both sides of the street.
- Tree-lined buffer between sidewalk and roadway on both sides of the street.

5.10 Typical Residential Street with Median



Typical Residential Street with Median

5.10 Typical Residential Street with Median Plan & Section



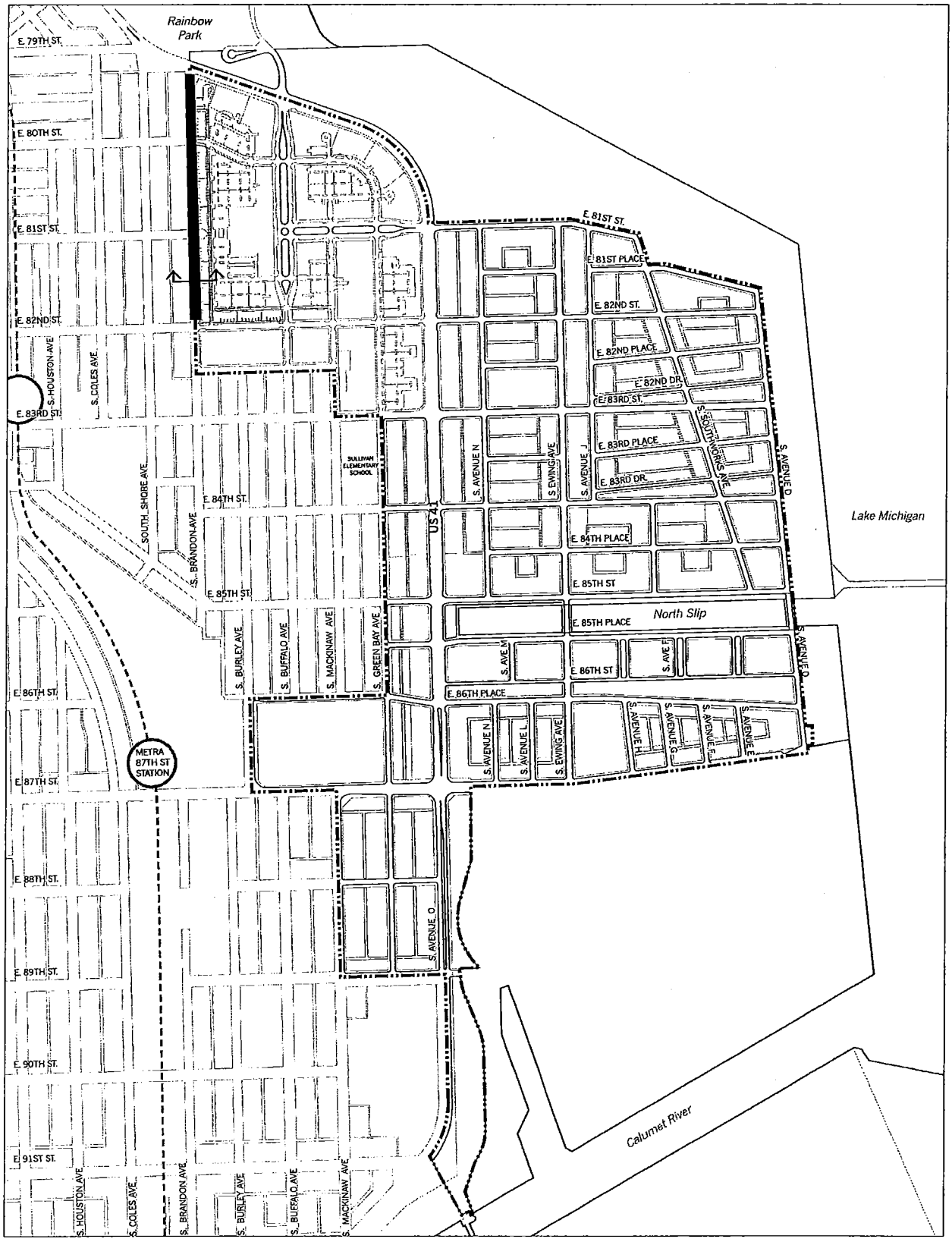
Typical Residential Street with Median ROW Plan and Section

Street Type	Local Street
R.O.W Width	106'
Roadway Width	22' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	15' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	7'
Parkway Width	9'
Median Width	30'
Sidewalk Width	6'
Bike Lanes	No

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

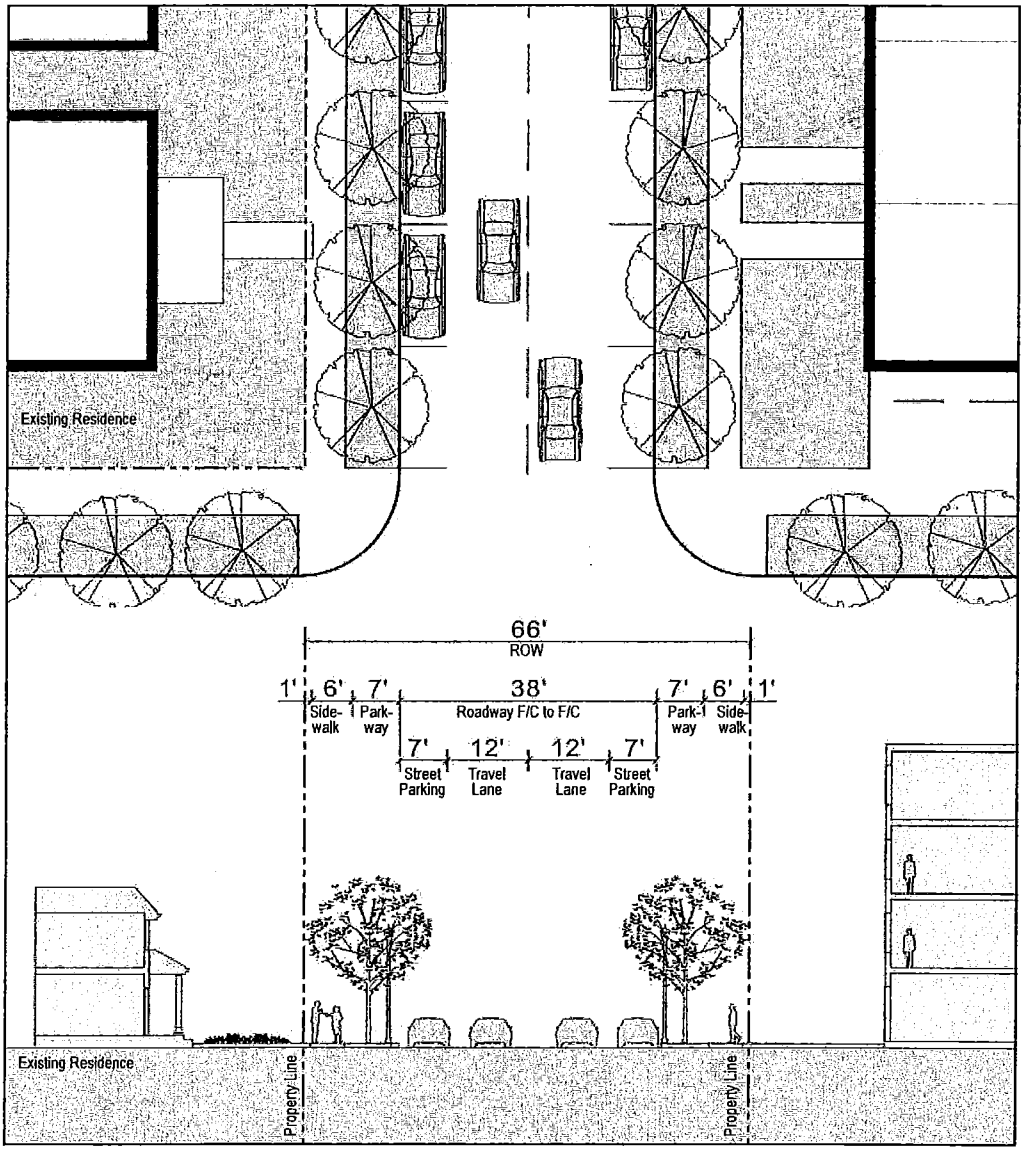
- Local street fronted by various residential building types and densities.
- One travel lane in each direction and parallel parking.
- Tree-lined buffer between sidewalk and roadway on both sides of the street.
- Landscapes median provides views and green access to the Ore Wall Park and the North Slip to provide view and green access to the Ore Wall Park.

5.10 Residential Streets - Brandon Avenue



Retail Streets - Brandon Avenue

5.10 Residential Streets - Brandon Avenue



Retail Streets - Brandon Avenue ROW Plan and Section

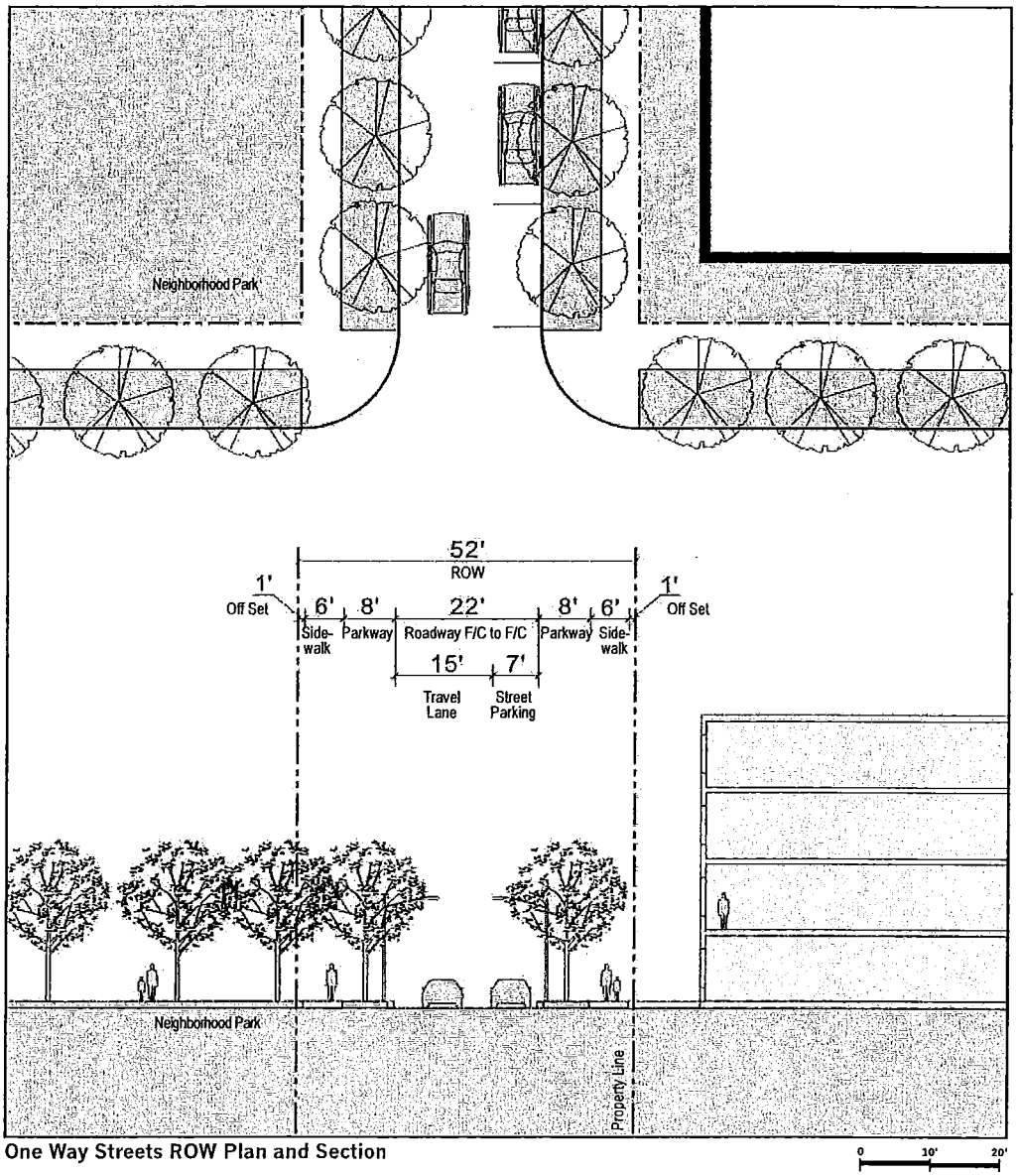
Street Type	Local Street
R.O.W Width	66'
Roadway Width	38' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	12' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	7'
Parkway Width	7'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	No

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

5.11 One Way Streets

One Way Streets

5.11 One Way Streets Plan and Section



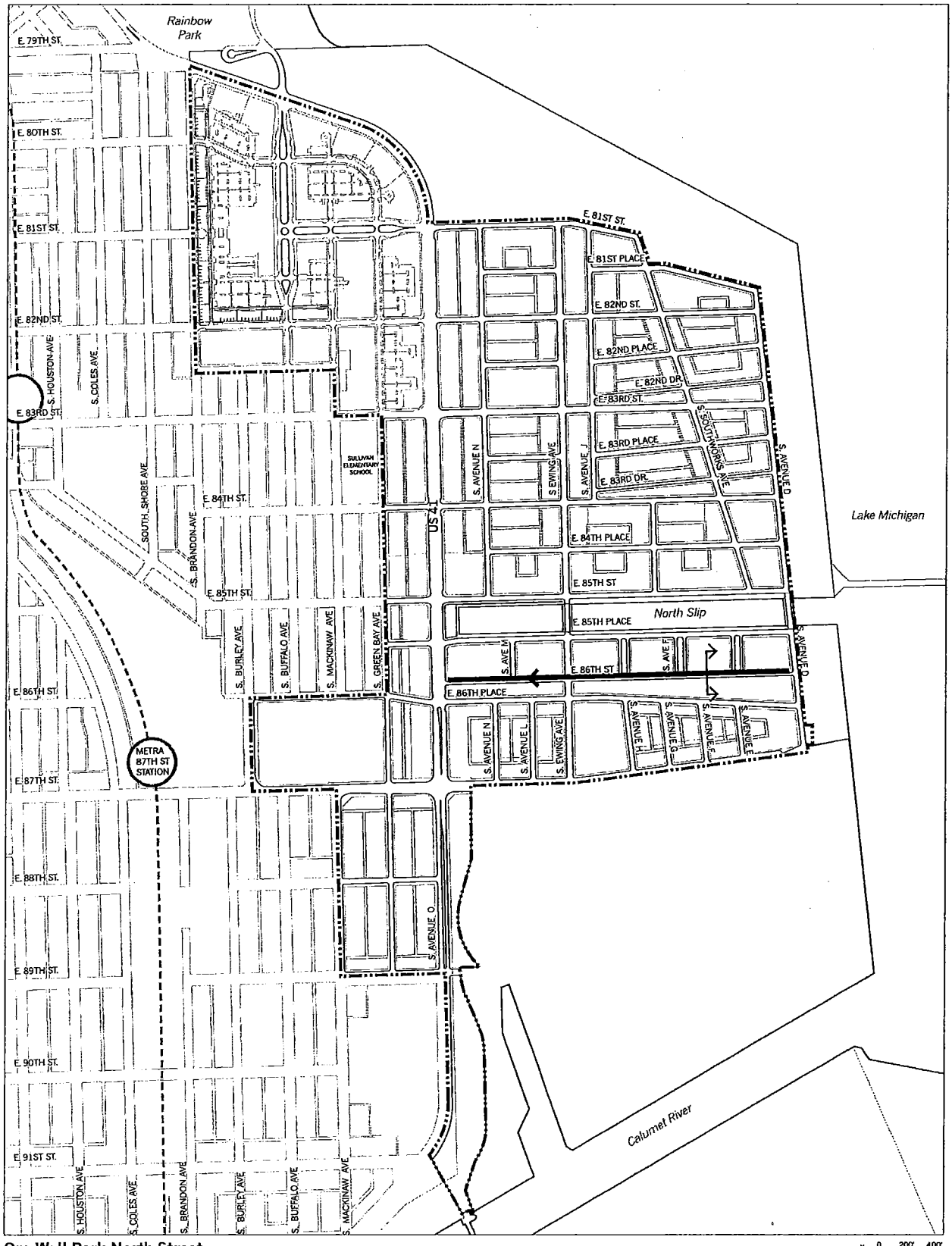
One Way Streets ROW Plan and Section

Street Type	Local Street
R.O.W Width	52'
Roadway Width	22' (Curb To Curb)
Traffic Lanes	One Way
Traffic Lane Width	15' Min
Parking Lanes	Parallel One Side
Parking Lane Width	7'
Parkway Width	8'
Median Width	N/A
Sidewalk Width	6'
Bike Lanes	No

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

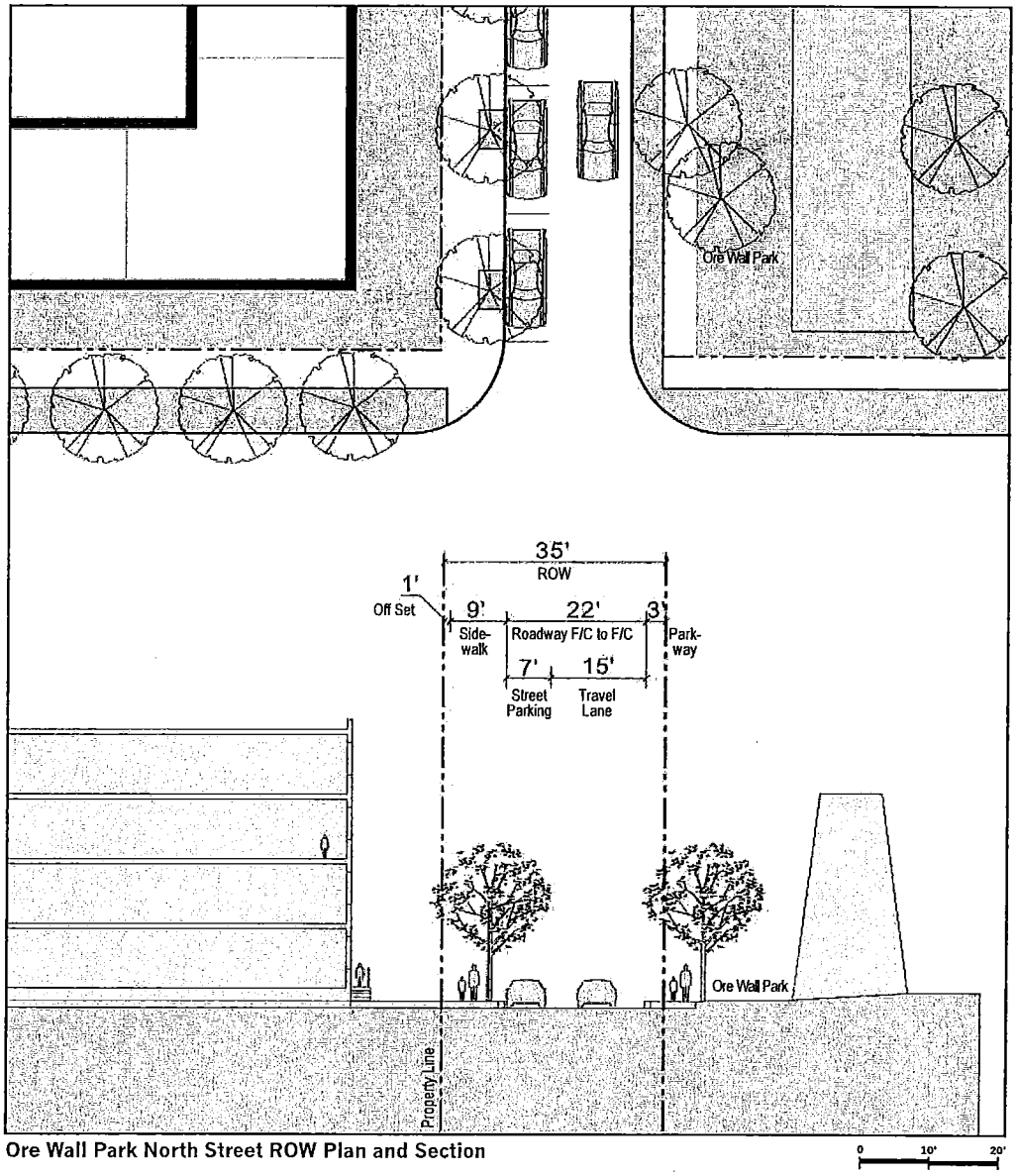
- Local one way streets that define park boundaries and reinforce view corridors to Lake Michigan and to the Ore Wall Park.
- Residential streets fronted by various residential building types and densities on one side and open space on the other.
- One travel lane and parallel parking on the residential side of street.
- Tree-lined buffer between sidewalk and roadway on both sides of the street.

5.12 Ore Wall Park North Street



Ore Wall Park North Street

5.12 Ore Wall Park North Street Plan and Section



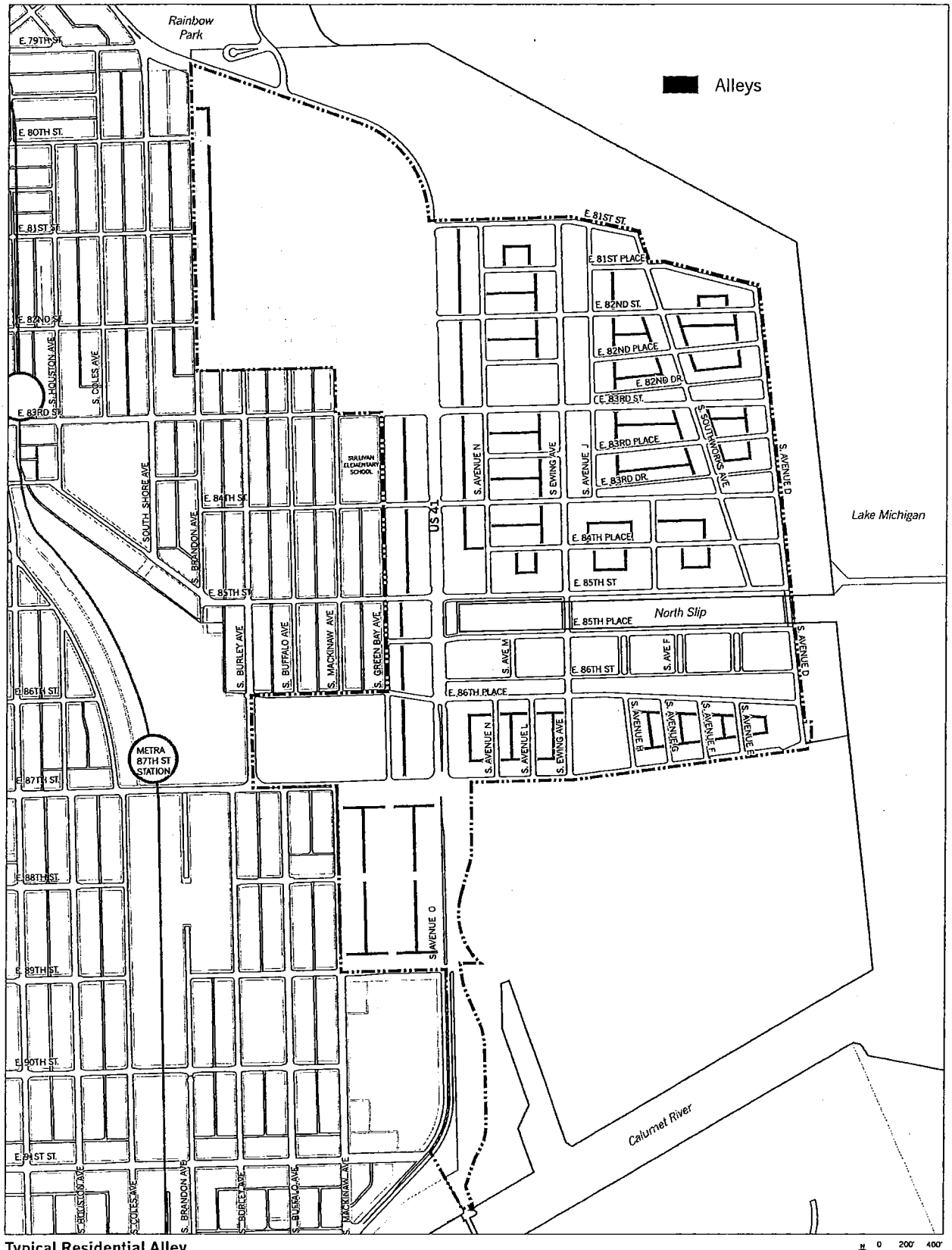
Ore Wall Park North Street ROW Plan and Section

Street Type	Local Street
R.O.W Width	35'
Roadway Width	22' (Curb To Curb)
Traffic Lanes	One Way
Traffic Lane Width	15' Min
Parking Lanes	Parallel One Side
Parking Lane Width	7'
Parkway Width	3' Parkway
Median Width	N/A
Sidewalk Width	5' Min - 9' Max
Bike Lanes	No

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

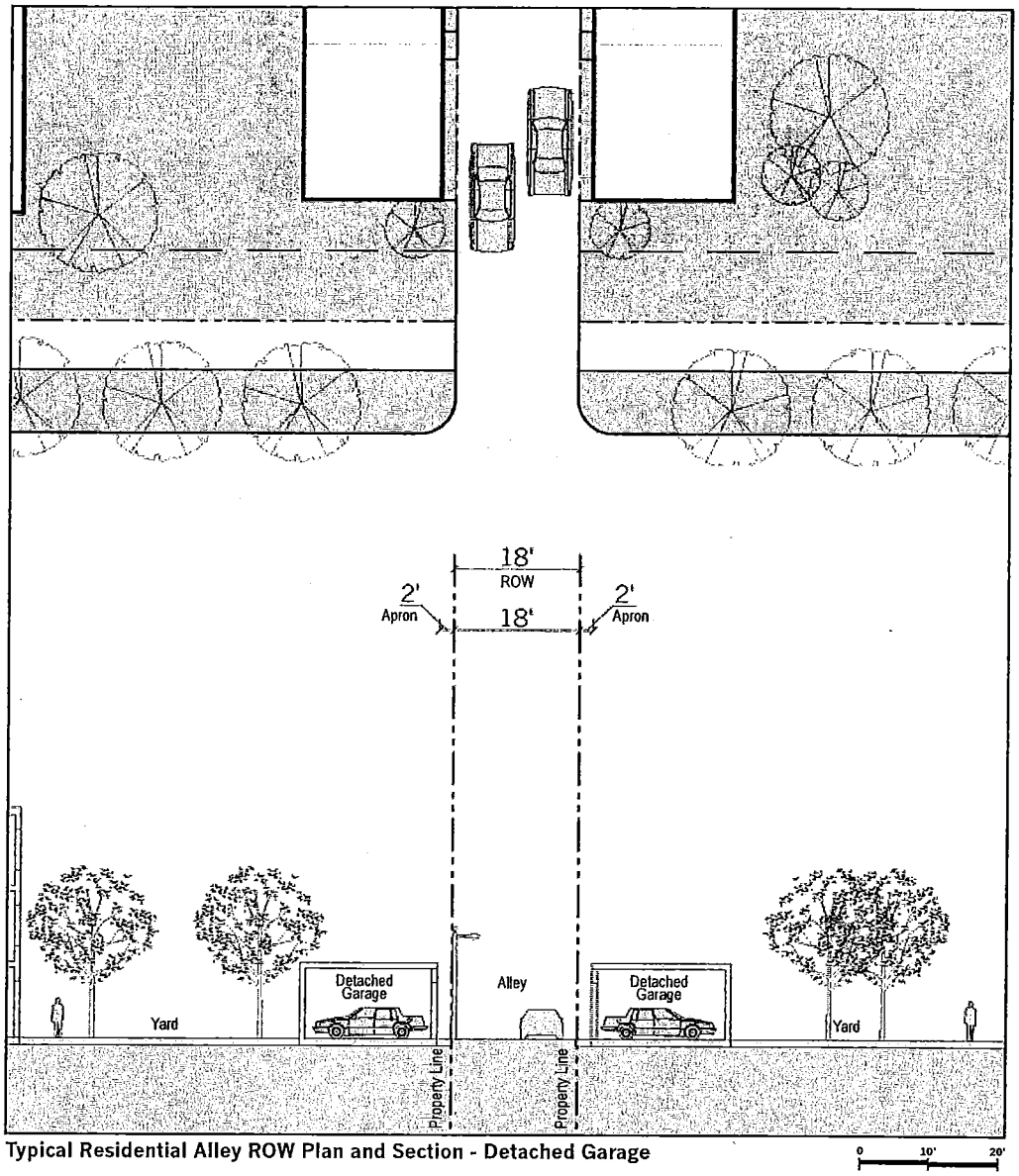
- Local one way street Westbound that is parallel to the Ore Wall Park.
- Provides access along to the entire length of the Ore Wall Park and to residential and mixed use blocks south to the North Slip.
- One travel lane and parallel parking on the residential side of street.
- Trees in grates provide buffer between sidewalk and roadway on the parking side of the street.
- Sidewalk on south side of street will be located within park.

5.13 Typical Residential Alley



Typical Residential Alley

5.13 Typical Residential Alley Plan and Section (Detached Garage)



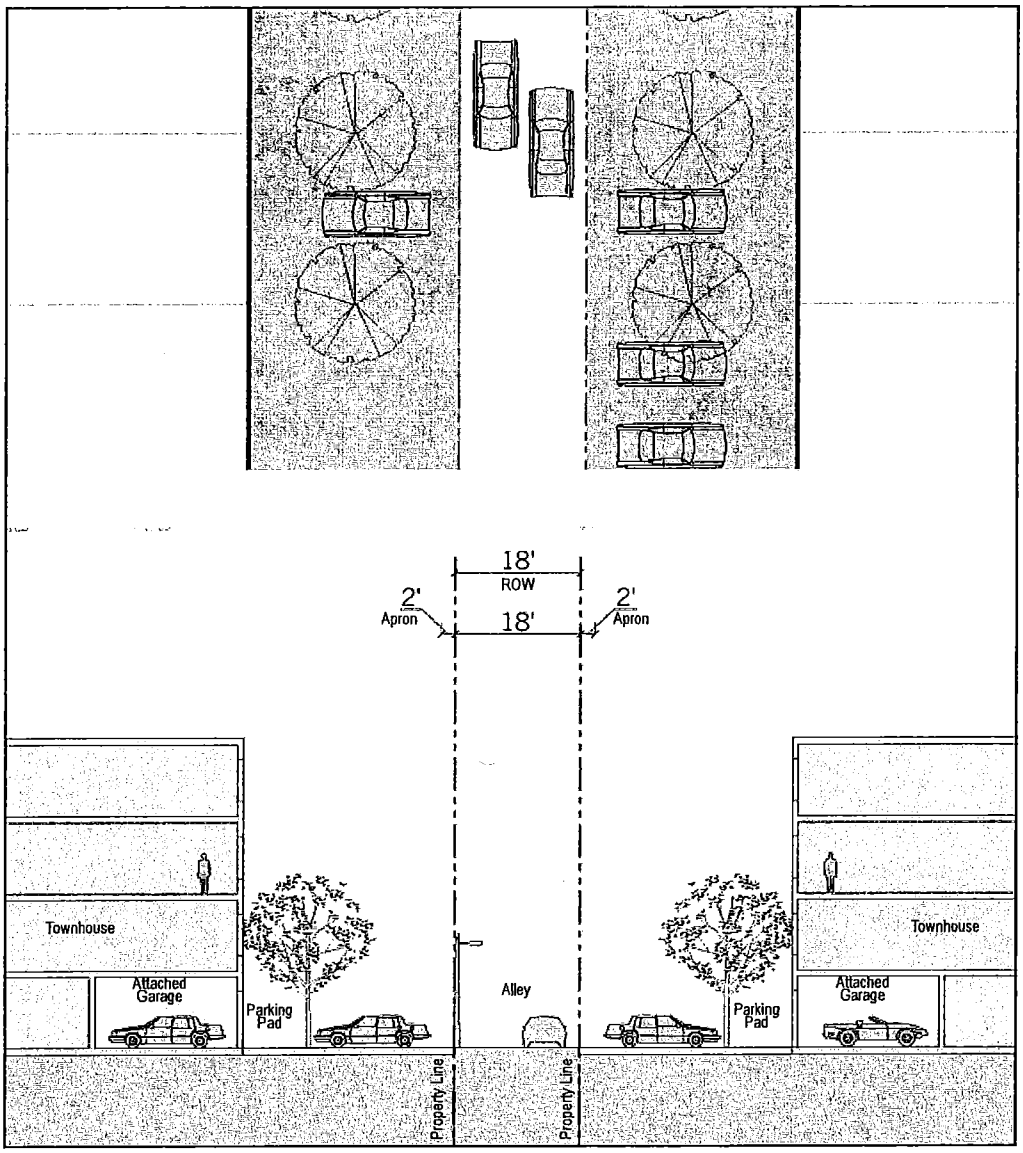
Typical Residential Alley ROW Plan and Section - Detached Garage

Street Type	Residential Alley
R.O.W Width	18'
Roadway Width	18'
Traffic Lanes	Two Way
Traffic Lane Width	N/A
Parking Lanes	N/A
Parking Lane Width	N/A
Parkway Width	N/A
Median Width	N/A
Sidewalk Width	N/A
Bike Lanes	No

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

- Two way alley that provides service access to interior of residential blocks for city service trucks and residential parking.
- Edged on each side by detached parking garages.
- Adequate street lighting.
- Designed to use permeable paving surfaces.

5.13 Typical Residential Alley Plan and Section (Attached Garage)



Typical Residential Alley ROW Plan and Section - Attached Garage

Street Type	Residential Alley
R.O.W Width	18'
Roadway Width	18'
Traffic Lanes	Two Way
Traffic Lane Width	N/A
Parking Lanes	N/A
Parking Lane Width	N/A
Parkway Width	N/A
Median Width	N/A
Sidewalk Width	N/A
Bike Lanes	No

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

- Two way alley that provides service access to interior of residential blocks for city service trucks and residential parking.
- Adequate street lighting.
- Designed to use permeable paving surfaces.
- Edged on each side by attached garages with parking pads.

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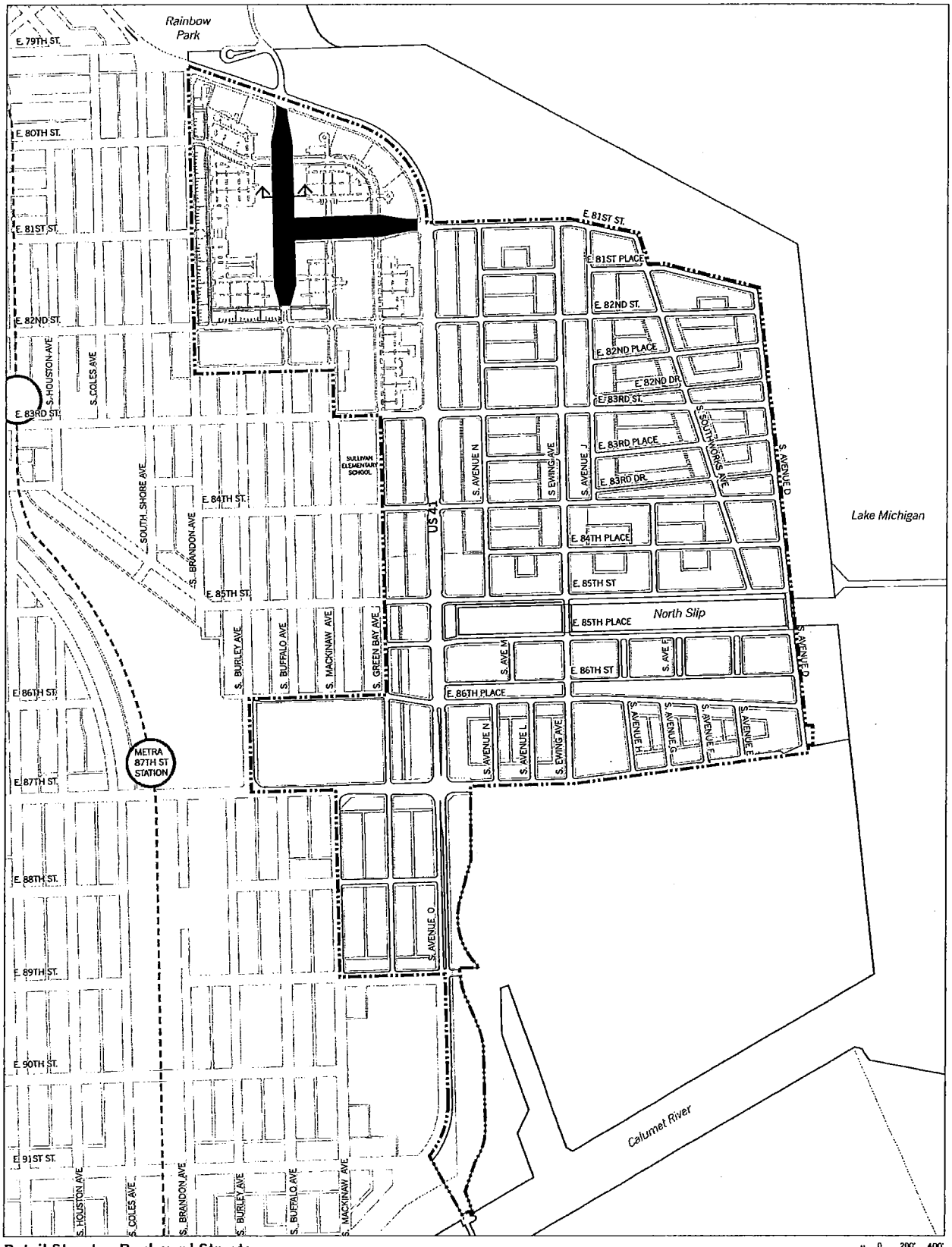
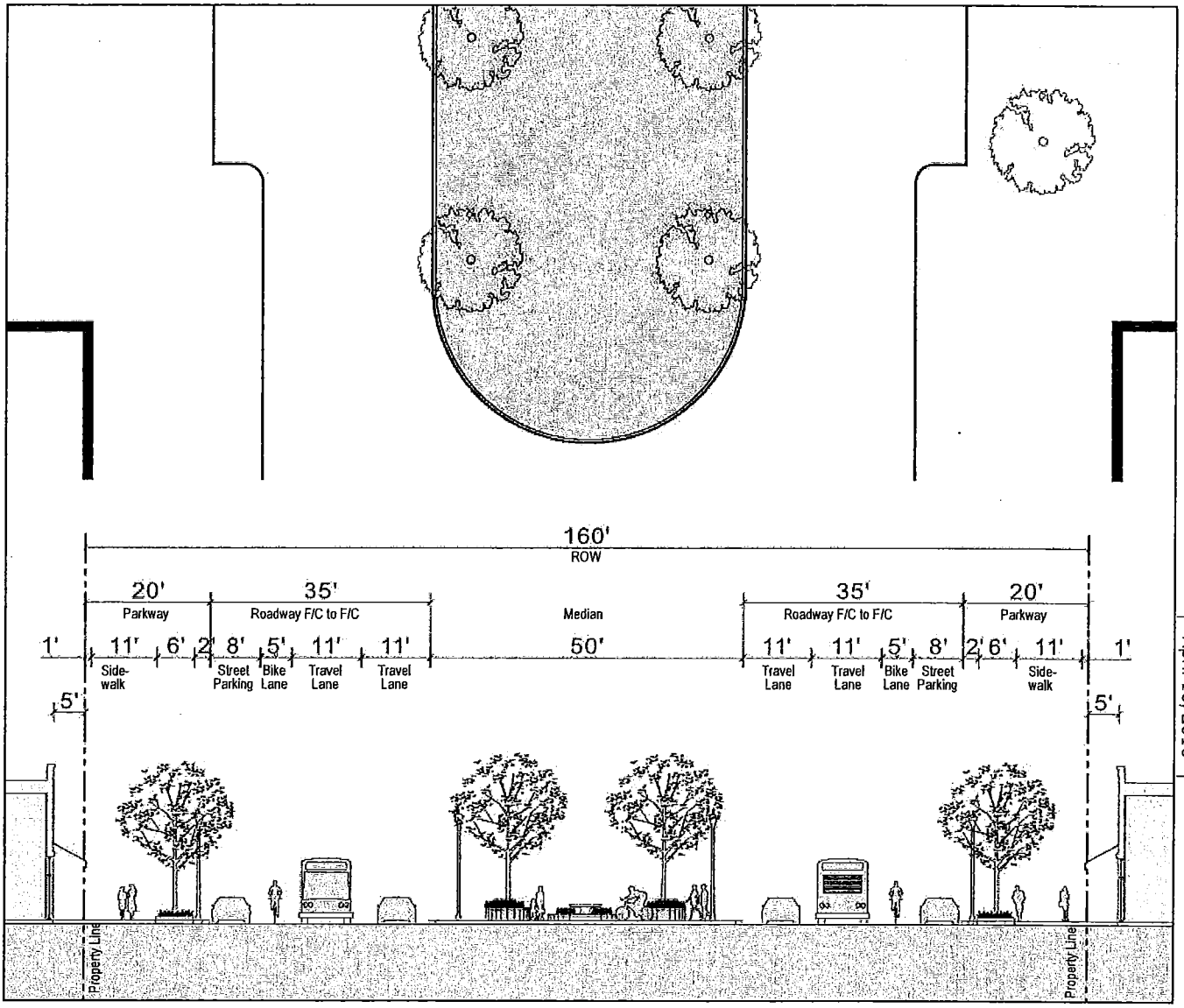
5.14 Retail Street - Boulevard Streets



Retail Streets - Boulevard Streets

5.14 Retail Streets - Boulevard Streets Plan and Section

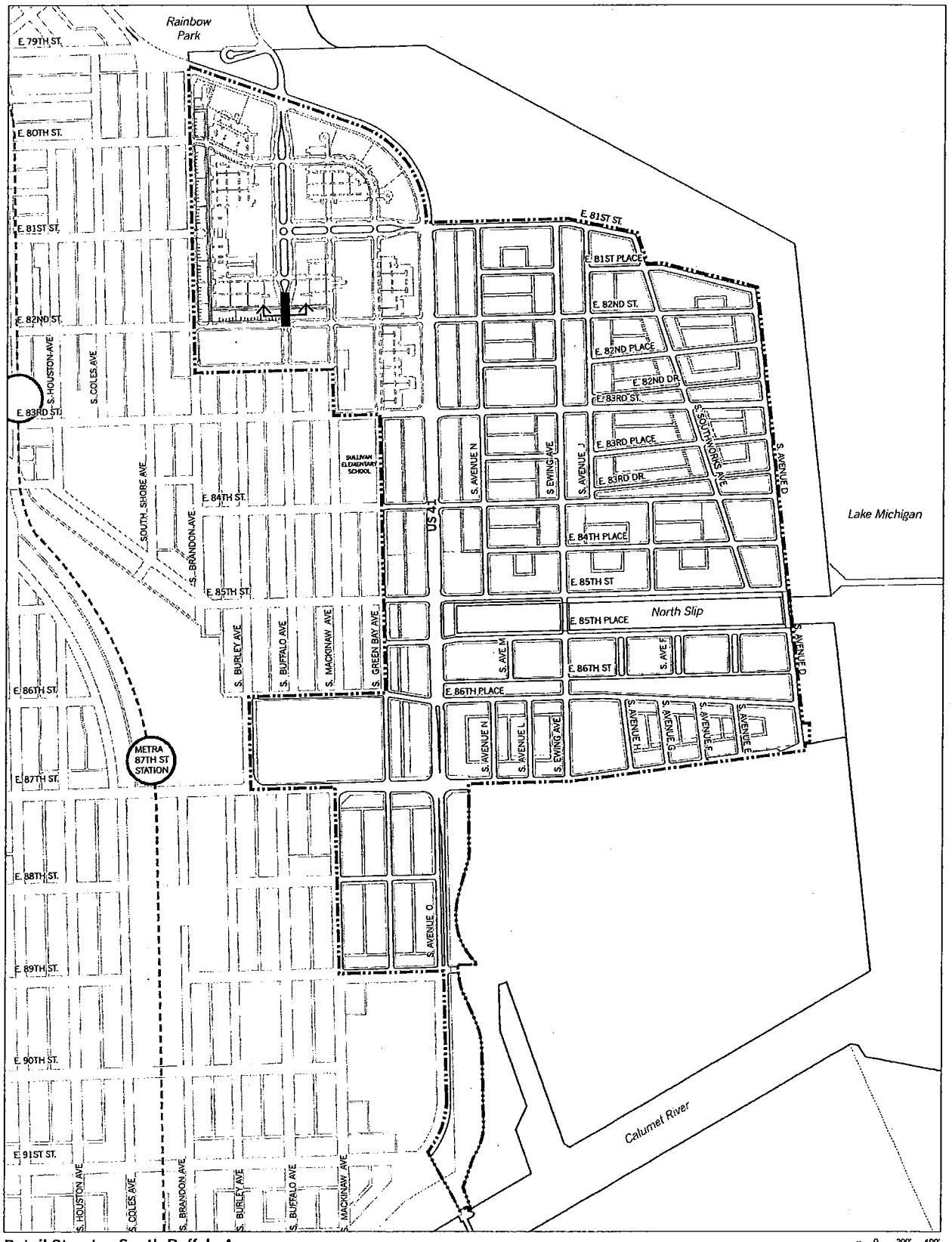


Retail Streets - Boulevard Streets ROW Plan and Section

Street Type	Arterial Street
R.O.W Width	160'
Roadway Width	35' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	11' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	8'
Parkway Width	20' / 10'
Median Width	50'
Sidewalk Width	11'
Bike Lanes	Yes

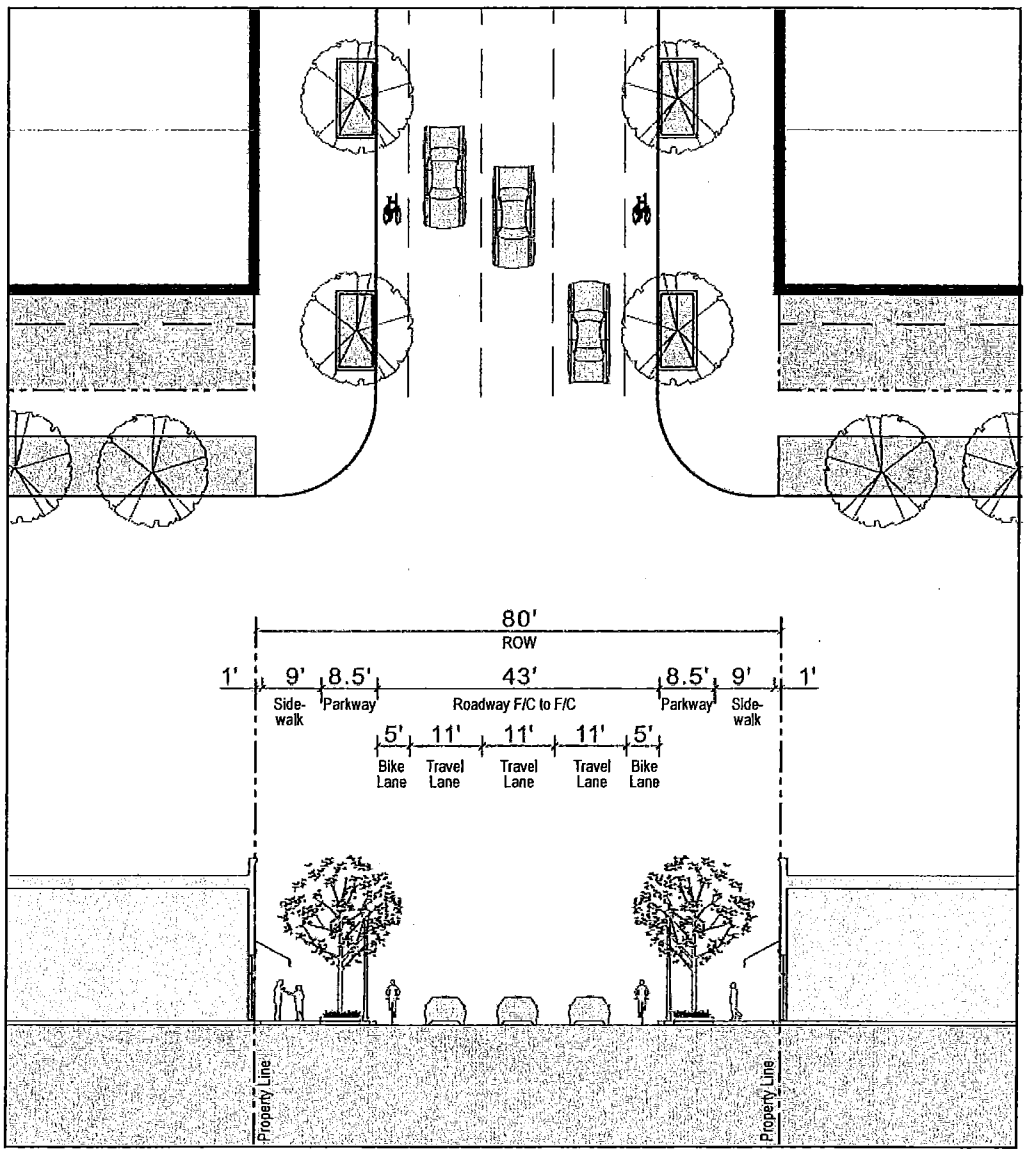
- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

5.14 Retail Streets - South Buffalo Avenue



Retail Streets - South Buffalo Avenue

5.14 Retail Streets - South Buffalo Avenue

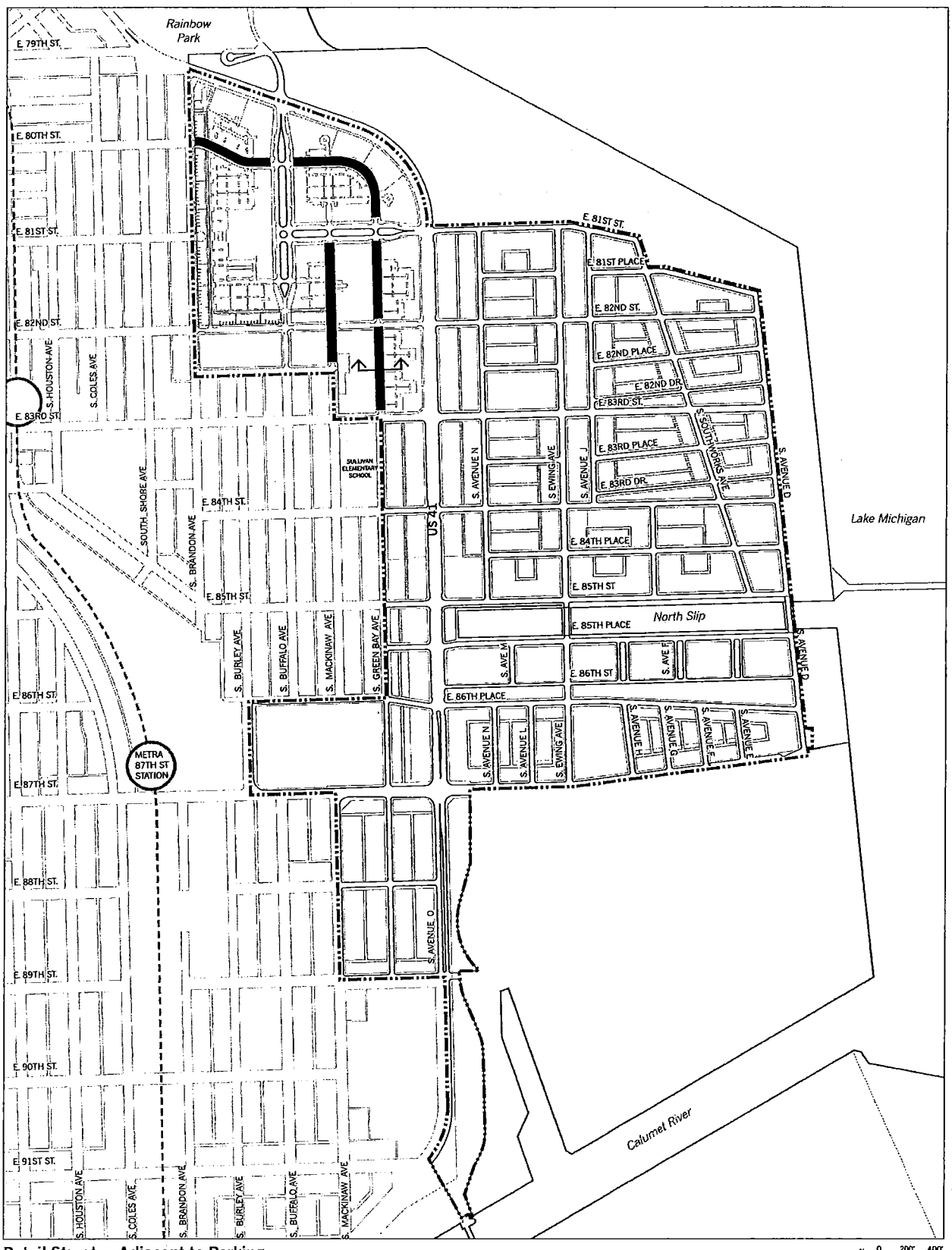


Retail Streets - South Buffalo Avenue ROW Plan and Section

Street Type	Retail Street
R.O.W Width	80'
Roadway Width	43' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	11' Min
Parking Lanes	No
Parking Lane Width	N/A
Parkway Width	8.5'
Median Width	N/A
Sidewalk Width	9'
Bike Lanes	Yes

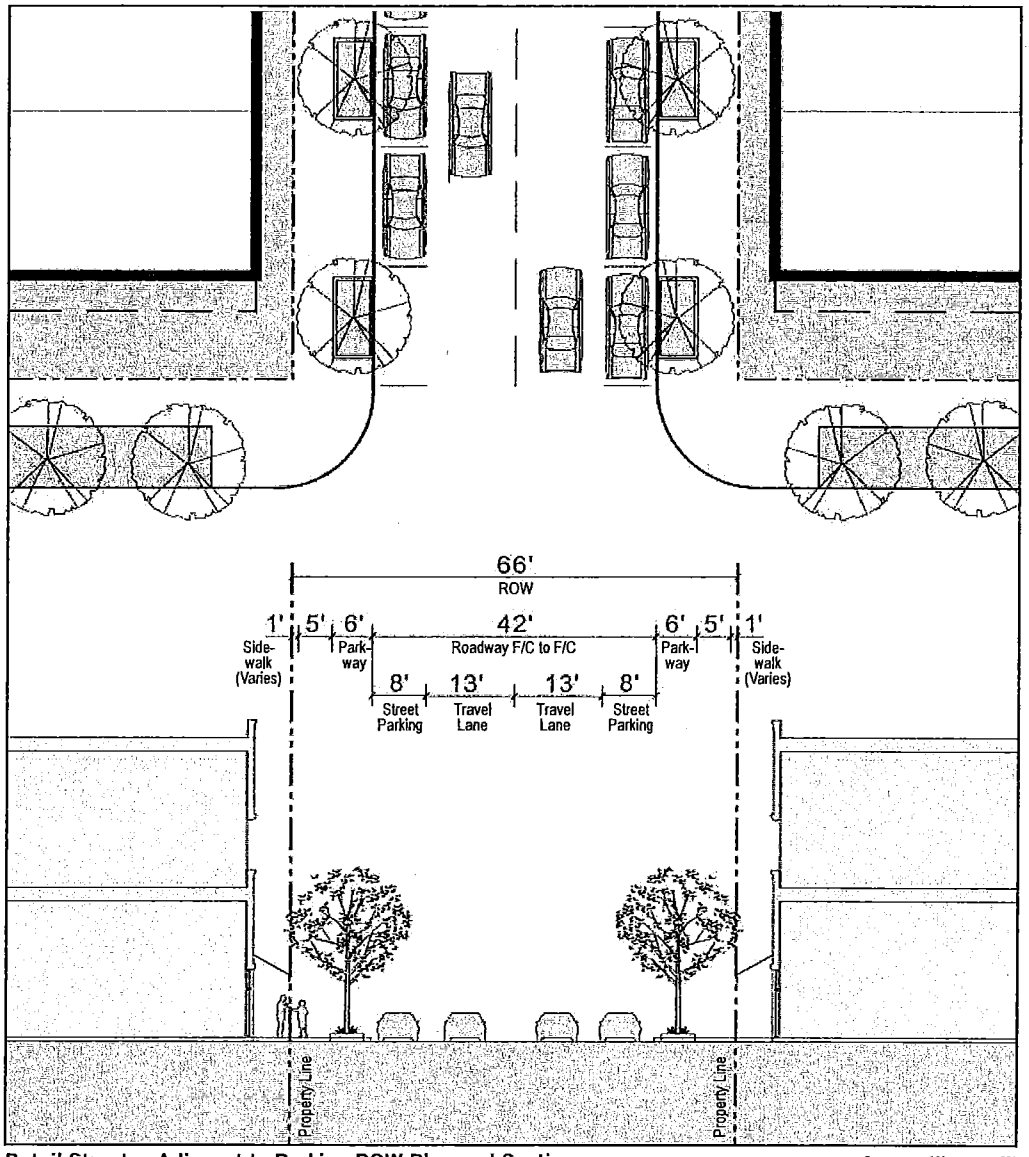
- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

5.14 Retail Streets



Retail Streets - Adjacent to Parking

5.14 Retail Streets



Retail Streets - Adjacent to Parking ROW Plan and Section

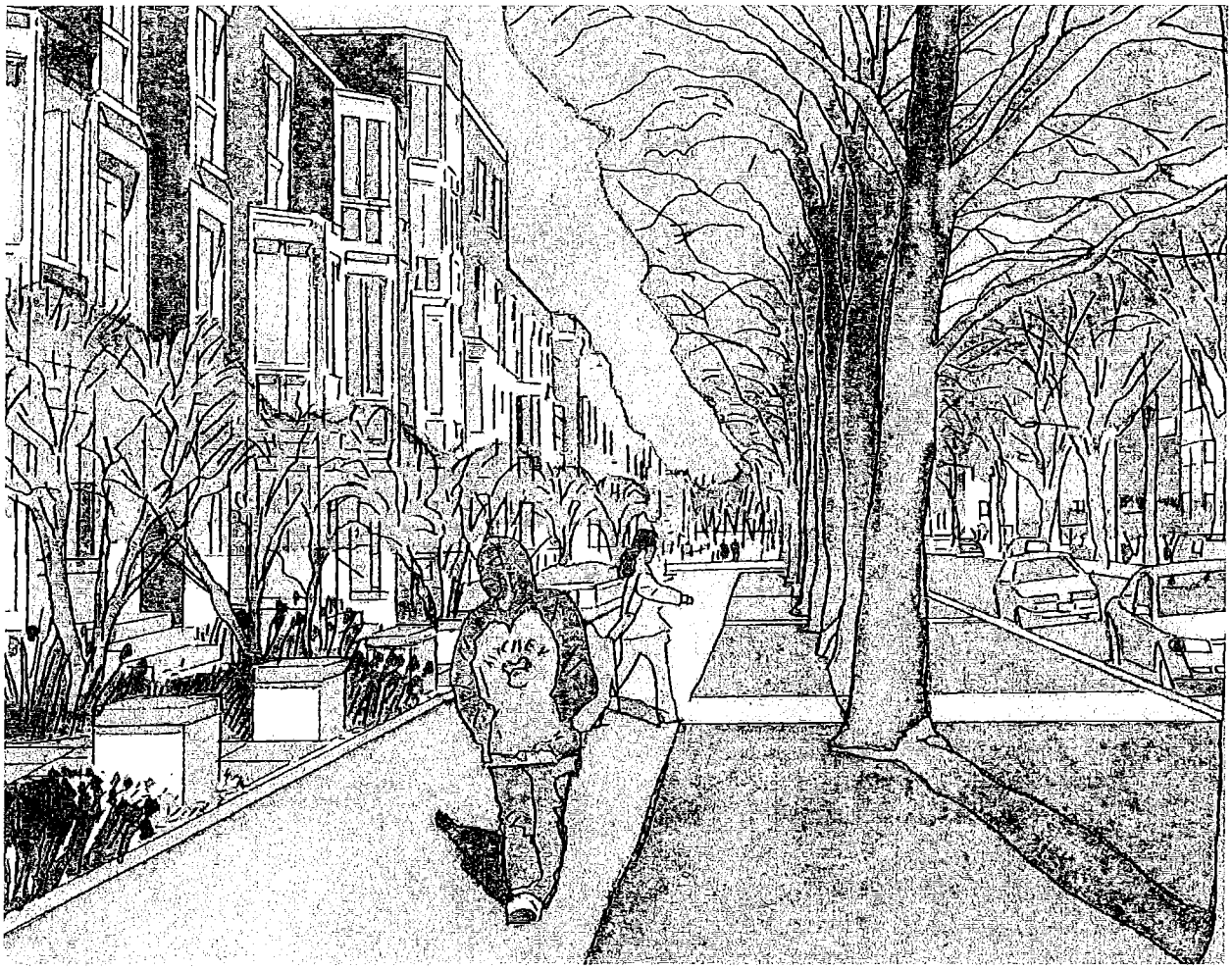
Street Type	Retail Street
R.O.W Width	66'
Roadway Width	42' (Curb To Curb)
Traffic Lanes	Two Way
Traffic Lane Width	13' Min
Parking Lanes	Parallel Both Sides
Parking Lane Width	8'
Parkway Width	6'
Median Width	N/A
Sidewalk Width	5' Minimum
Bike Lanes	No

- Lane widths and other improvements within the ROW are subject to approval of Chicago City Council

6

Sustainable Strategies

6.0 Sustainable Principles



Sustainability Principles

- Convert a brownfield site into vibrant, mixed-use urban infill
- Design compact, complete and connected neighborhoods
- Connect to public transit
- Balance road, sidewalk and bicycle access
- Establish a vibrant mix of uses with economic diversity
- Invest in renewable energy and protect natural resources
- Establish a network of public open spaces
- View stormwater as a valuable resource that can be reclaimed and reused

The sustainable strategies implemented on the site will meet or exceed the City of Chicago's sustainable policies.

6.1 Sustainable Strategies

Create Livable Communities

- Create a connected network of streets
- Remove barriers between South Chicago neighborhood and Lake Michigan
- Visualize US 41 as an urban boulevard
- Create an inter-connected network of pedestrian walkways and bike paths
- Provide access to transit
- Design buildings that address the street
- Provide close proximity to schools and parks
- Incorporate mixed-use: commercial, entertainment and neighborhood retail
- Establish 100+ acres open space, including regional and neighborhood parks
- Create urban density
- Include a mix of housing types and sizes
- Incorporate on-street and structured parking

Protect and Enhance the Environment

- Create natural habitats and utilize native landscape palette
- Respect regional treaties: Migratory Birds, Calumet Guidelines
- Dark sky - utilize "cut off" fixtures
- Utilize sustainable building materials for infrastructure and buildings
- Create a balanced site with minimal export of site materials

Harvest Renewable Energy Sources and Reduce Consumption

- Energy from renewable sources: Wind, Lake Michigan, Sun
- Alternatives means of transportation: Bus, rail, bike, car share, walk
- Heat island reduction: Shading and vegetation, green roofs and high albedo surfaces
- Energy efficient infrastructure
- High performance buildings and building systems

Reduce Stormwater Volume and Rate, Improve Quality

- Clean stormwater and divert from combined sewer
- Promote groundwater and Lake Michigan recharge
- Utilize stormwater BMP's including on-site detention, biofiltration, mechanical filtration, and infiltration basins
- Capture rainwater for irrigation of public parks
- Decrease impervious surfaces

6.2 A Green Plan for a New Sustainable Neighborhood

Chicago Lakeside Development will be a model of sustainable redevelopment of a former brownfield site.

The sustainable strategies implemented on the site will meet or exceed the City of Chicago's sustainable policies.

Smart Location and Linkage

- Redevelopment of a former steel mill
- Use of native vegetation, promote Lake Michigan recharge
- US 41 as an urban boulevard and connection to the South Chicago neighborhoods
- Walk to train, extension of city bus and bike networks
- New commercial, entertainment and retail districts
- Adjacent Sullivan School and future high school

Neighborhood Pattern and Design

- Extending the City of Chicago street grid
- Mix of single-family detached, townhomes, stacked flats, condominiums and apartments
- Variety of accessible units
- On-street and structured parking
- Buildings address the streets and tree lined parkways
- Over 100 acres of open space
- Respects the spirit of the 1999 "Steeltown to Hometown"
- Opportunities for roof-top gardens and farmer's markets

Green Construction and Technology

- Active and passive strategies, reduced energy loads, heat island reduction
- Energy efficient building materials and methods
- Preserve and celebrate the existing Ore Wall
- Infiltrate stormwater
- Harness energy from wind, solar, and water
- Recycle construction waste
- Energy efficient lighting and recycled materials